



# CITY OF NAPA GENERAL PLAN

*DECEMBER 8, 1997*


INSTITUTE OF GOVERNMENTAL  
STUDIES LIBRARY

DEC - 9 1997

UNIVERSITY OF CALIFORNIA

## ADDENDA 1 THROUGH 9 TO GENERAL PLAN POLICY DOCUMENT

*INCLUDING ERRATA AS OF 10/9/96*



Digitized by the Internet Archive  
in 2025

<https://archive.org/details/C124919829>



**CITY OF NAPA GENERAL PLAN**

*ENVISION NAPA 2020*

**ADDENDA #S 1 THROUGH 9  
TO  
DRAFT GENERAL PLAN POLICY  
DOCUMENT**

Prepared by:

City of Napa Planning Department  
1600 First Street  
P.O. Box 660  
Napa, California 94556

Released for Public Review  
December 8, 1997



# Table of Contents

---

## PREFACE

---

---

## ADDENDA

---

- 1 RUL Adjustment
- 2 Greenbelt Designation
- 3 Big Ranch Specific Plan Area
- 4 Sousa Lane Extension
- 5 Alternate Street Standards
- 6 Water Supply
- 7 Wastewater
- 8 PS - Public Serving Designation
- 9 Transportation

---

## ERRATA (As of 10/9/96)

---





# **Preface**

## **Addenda to General Plan Policy Document**

---

The Draft General Plan Policy Document and Background Report along with the first Draft EIR, were released for public review in Fall 1996. As a result of the extensive comments submitted on the first Draft EIR (DEIR) and on the Draft General Plan Documents, the City prepared a comprehensive set of responses entitled "Response to Comments". The response process resulted in the decision to revise sections of the DEIR in order to more accurately reflect the discussion of details in the Response Document; these changes are reflected with strikeout and underline text in the "Revised DEIR". The response process also resulted in recommendations for revisions to the Draft General Plan Policy Document to improve accuracy and enhance the mitigating ability of certain policies. This set of Addenda (#s 1 - 9) describe specific revisions recommended for the Draft Policy Document. Staff decided to use the addenda process for describing revisions rather than directly revising and reprinting the Draft General Plan documents in order to avoid the confusion and the sense of a "moving target" with the draft Plan. This way, the public and the decision makers have an opportunity to view the original draft document as a point of beginning for the public comments and recommended changes. Therefore, the Draft General Plan has been left unchanged and in the form of its August 1996 release. The draft plan remains available for public review, along with other associated documents, at the City of Napa Planning Department.

Because this set of addenda are an outgrowth of the response process and are related to revisions in the DEIR, they have been released for public review along with the Response to Comments and the Revised Draft EIR. Although separately bound, all three documents are interconnected and are intended to be reviewed in concert.

It should be noted that typographic errors, factual updates and revisions for clarity that do not affect the project description, policy substance or the environmental conclusions of the RDEIR, will continue to be prepared in the form of Errata and Addenda. These miscellaneous revisions will be available along with other materials prepared for upcoming noticed hearings on the General Plan.







# **ADDENDUM #1**

## **GENERAL PLAN DRAFT POLICY DOCUMENT**

### **RUL ADJUSTMENT**

#### **Recommendation**

Modify the proposed RUL location to be consistent with the Sphere of Influence and City Limits Lines around the parcel at the north east corner of Trancas and Silverado Trail (APN 39-270-13) and place a General Plan Land Use Designation of TC - Tourist Commercial on the property. (Addendum Exhibit A)

#### **Background**

The subject parcel has been incorporated land under the City's jurisdiction since March 1973 and is inside the City's Sphere of Influence, although outside of the Napa Sanitation District Sphere (Addendum Exhibit B). The privately owned vacant parcel is approximately 5 acres (217,800 sf) in size.

In 1989, the Superior Court, Napa County re-confirmed that this property is under the jurisdiction of the City of Napa, as a result of a lawsuit that followed a complex deannexation process involving adjacent land. The fact that the parcel is a privately owned incorporated island currently outside of the RUL has made it difficult to apply the City's General Plan land use and development policies. State Law requires that a General Plan cover all territory within an adopting jurisdiction. Inclusion of this incorporated island within the RUL clears up the discrepancy between the Sphere of influence, the City Limit line and the RUL and provides consistent application of General Plan policies to all private lands within the City Limits as required by State Law.

Adjustment of the RUL to include this property will protect surrounding parcels under County jurisdiction from any potential growth stimulating influences of development by establishing a clear urban development line and allowing for the application of the City's RUL policies for contained development.

The proposed Addendum does not create any inconsistencies with the recommended policies of the Draft General Plan and will not result in development of a scale that would alter the environmental conclusions presented in the Draft Environmental Impact Report. This Addendum is submitted as a comment to the DEIR so that the change to the RUL may be evaluated and documented in the Final EIR.

The property owner has submitted applications for development of a hotel/winery project on several occasions over the last 10 years and is currently pursuing a permit application with the City for a combination 50 room hotel and winery facility totaling 100,000 square feet. Project level environmental review will establish specific mitigation measures that may be necessary to address potential environmental impacts that would directly result from development of the parcel.

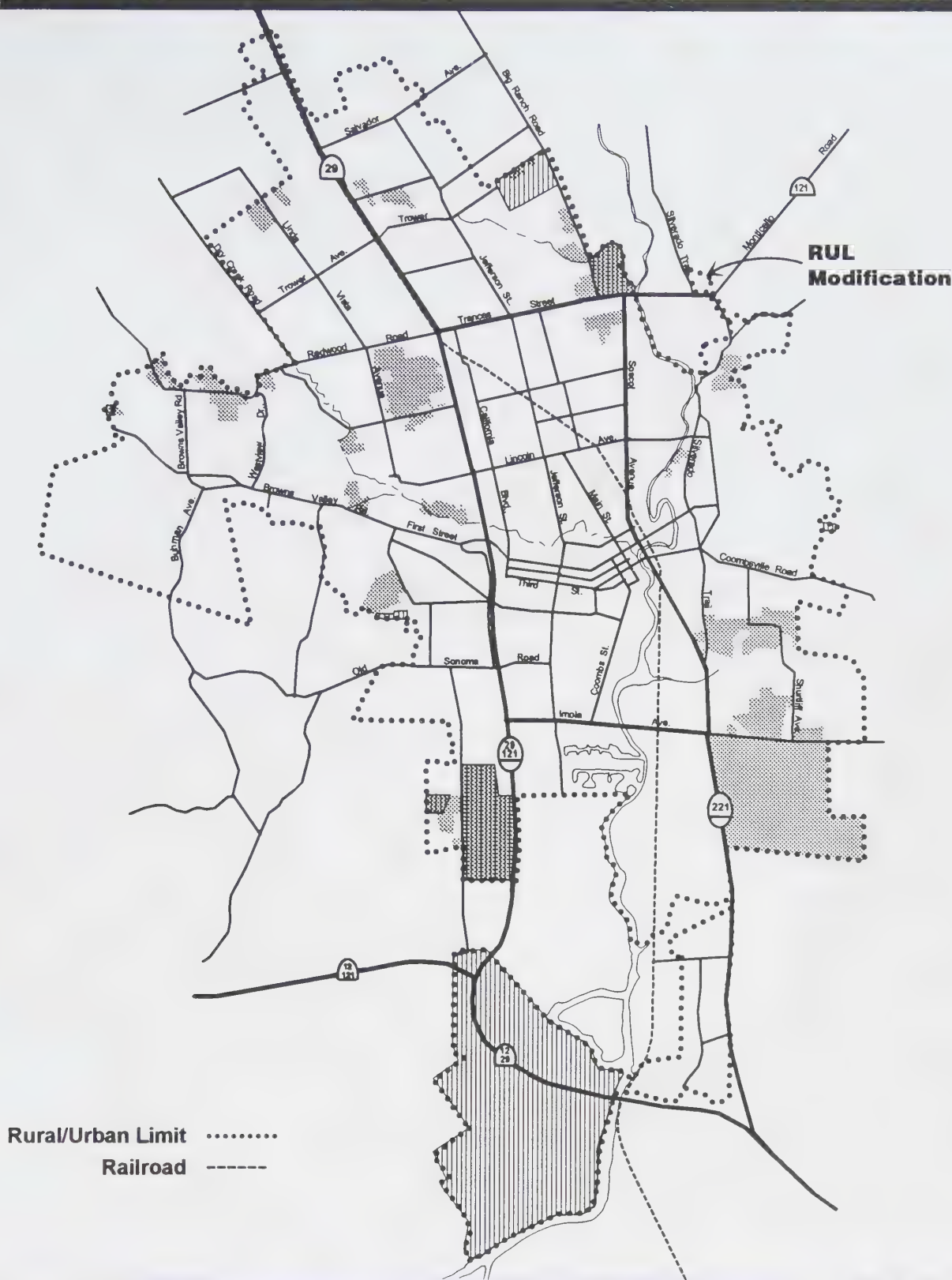
#### **Recommended Policy Document Text and Figure Modifications**

- Page 1-4** Figure 1-2; Revise limits of Planning Area 6, Alta Heights, to include subject property. Planning Area line to be coterminous with revised RUL line.
- Page 1-6** Table 1-2; Revise additional commercial square footage number for Planning Area 6, Alta Heights to read 116,345. Revise Total under additional commercial square footage number to 3,271,968.
- Page 1-35** Figure 1-9; Revise limits of Planning Area 6 boundary as described for Figure 1-2. Establish new POD and label TC 462.
- Page 1-46** Table 1-5; Under (6) Alta Heights Planning Area add Row as follows:

Pod Number	Land Use Designation	Maximum FAR
462	TC	0.5

- Mult. Pages** Modify RUL on base map for all Policy Document Figures consistent with Figure 1-1





City of Napa General Plan

Adem1.DS4

11/97

**Figure 1-1**  
**Exhibit A**  
**Rural Urban Limit (2020)**  
**and SOI (1995)**



**Parcels located**  
**outside of the**  
**Sphere of Influence**



**County Parcels**  
**within the RUL**



envision



**N A P A**  
 2 0 2 0

While every effort has been made to insure the accuracy of the information shown on this page, the City of Napa assumes no responsibility for liability from any errors or omissions.





City of Napa General Plan

Exhibit B.DS4

11/97

## ADDENDUM EXHIBIT B

NOT TO SCALE



**Incorporated Land**

**Existing RUL**

**RUL Modification**

**LAFCO Sphere of  
Influence**

**NSD Sphere**



envision



N A P A

2 0 2 0









# ADDENDUM # 2

## GENERAL PLAN DRAFT POLICY DOCUMENT

### GREENBELT DESIGNATION

#### Recommendation

Carry forward the existing “G”, Greenbelt designation from the present General Plan and apply it to land outside of the proposed RUL in the new General Plan. (Addendum Exhibit C).

#### Background

The 1982 General Plan applied a Greenbelt designation to specific parcels of land outside of the RUL that were deemed to bear a relationship to the City’s planning policies. The Draft General Plan, *Envision Napa 2020*, is a comprehensive update of the 1982 General Plan, primarily focusing on policies for urban development within the RUL. The fundamental growth management policies embodied in the RUL and the Greenbelt go hand in hand and are not intended to be modified.

The intent to continue the Greenbelt designation was included in the text of the *General Plan Concept Report* vision statement on page 38:

“Napa County’s strict growth control ordinances and the city’s designated greenbelt on county lands outside its sphere of influence will continue to support the two jurisdictions’ common objectives for preservation of agriculture and open space on the valley floor.”

During the preparation of the draft General Plan Documents, effort was concentrated on the preparation of policies and details that applied to urban development in the planning areas within the RUL. Descriptive text was included in the Draft Policy Document referring to the greenbelt area (p. 1-21 of Policy Document); however the “G” designation was overlooked in the discussion of Land Use Designations and a figure demonstrating the Greenbelt designation for land outside the RUL was not included in the draft.

A continuation of the Greenbelt designation to specified land outside the RUL will further the General Plan objective of preserving open space and agricultural uses beyond the RUL and is consistent with all of the goals, policies and implementation programs of the Draft General Plan. The Greenbelt designation is particularly necessary to support Policy LU-1.1, LU-1.9, LU-2.1, LU-2.2, LU-3.9. The proposed addendum is within the scope of the DEIR because it will not result in additional potential for growth or development and will not enable activities that would result in significant impacts to the environment. Continuation of the Greenbelt designation into the future will enhance the mitigating value of many of the Draft General Plan policies.

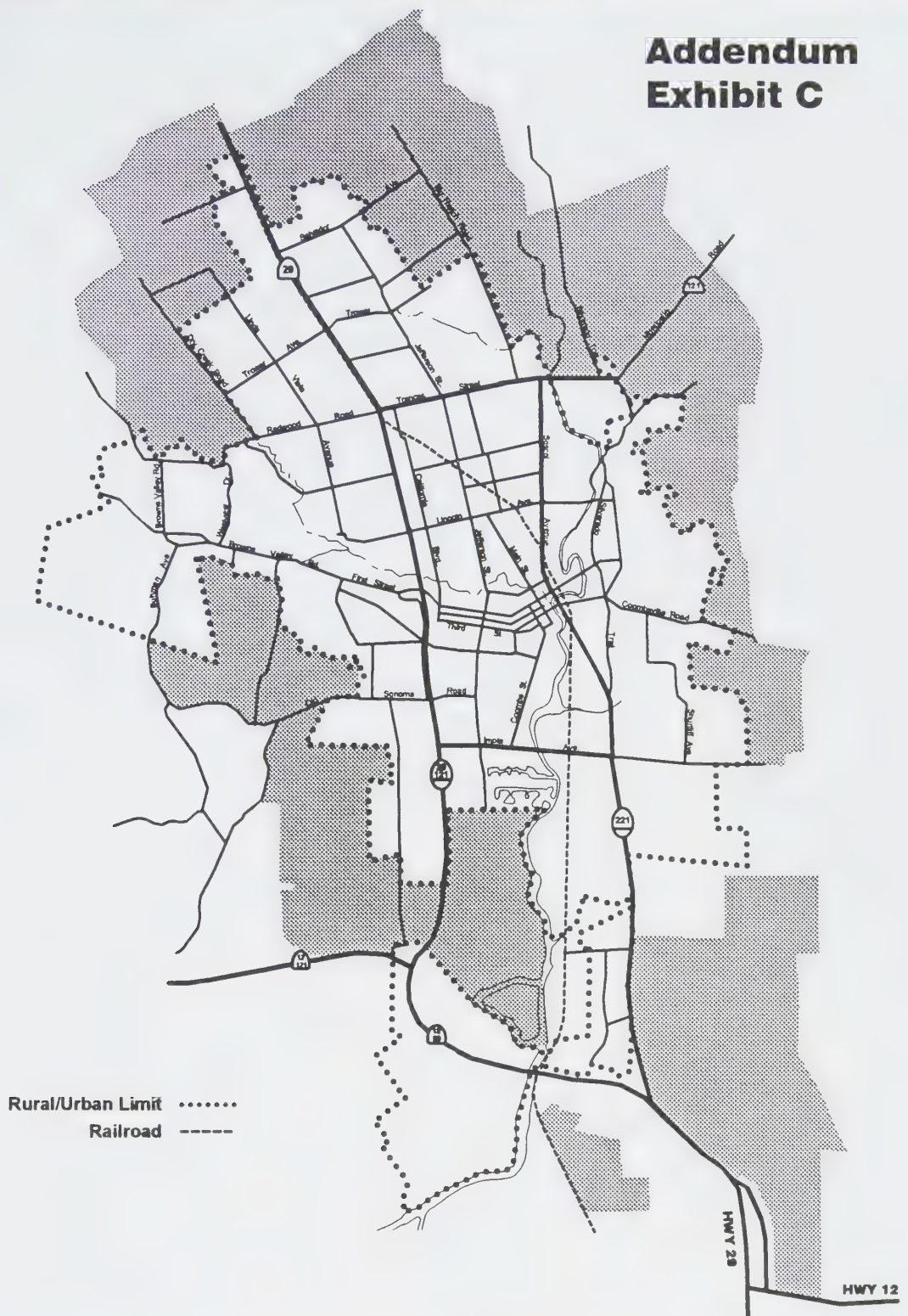
#### Recommended Policy Document Text and Figure Modifications

Page 12

Second column, second to last paragraph, after “This General Plan maintains the RUL with little change from that adopted in the 1982 General Plan”, add “and carries forward the Greenbelt designation for land outside the RUL that bears a relationship to the city’s planning policies.”

- Page 1-8 In text of Policy LU-1.1, after “The City shall maintain the Rural Urban Limit (RUL)” add “**and Greenbelt designation**”.
- Page 1-10 Second column, third full paragraph regarding retention of RUL. Add sentence to the end of paragraph to read “ **Maintenance of the Greenbelt designation on lands outside the RUL furthers the General Plan objectives for protecting open space lands.**”
- Page 1-25 First column, third full paragraph, first sentence, change numerical reference to land use designations from “14” to “**15**”.
- Page 1-26 First column, second full paragraph, add sentence at end of paragraph to read “**An additional designation of Greenbelt is applied to certain properties outside of the RUL.**”
- Page 1-29 Add 15th land use designation as follows:
- G - Greenbelt:** This designation is applied to specific lands outside of the RUL that bear a relationship to the city’s planning policies. Greenbelt lands that surround the RUL are to remain in agricultural or very low density rural residential, public or institutional use. The plan seeks to maintain these areas by providing adequate land and development potential within the RUL to accommodate anticipated growth to the year 2020.
- Page 1-42 Add Greenbelt map “Figure 1-16” after land use maps and before density tables. Greenbelt figure will show entire City and the areas outside of the RUL that are designated Greenbelt (Addendum Exhibit C).

# Addendum Exhibit C



City of Napa General Plan

Greenbelt.DS4

11/97

**Figure 1-16**

## Lands Designated Greenbelt

**Not to Scale**

While every effort has been made to insure the accuracy of the information shown on this page, the City of Napa assumes no responsibility for liability from any errors or omissions.















# ADDENDUM # 3

## GENERAL PLAN DRAFT POLICY DOCUMENT

### BIG RANCH SPECIFIC PLAN AREA

#### Recommendation

Incorporate the land use designations, circulation and other policies of the Big Ranch Specific Plan, adopted by the City Council October 22, 1996, into the General Plan Policy Document. Assign Envision 2020 land use designations so as to achieve the same density and type of development assigned by the Specific Plan.

#### Background

The Big Ranch Specific Plan area is located in Planning Area #2, the Vintage Planning Area, and is designated BRSP 33 in the Draft Policy Document printed August 1996. This land use designation was intended as a place holder in the draft General Plan in anticipation that the Big Ranch Specific Plan would be finalized prior to adoption of the new General Plan. The City Council adopted the Big Ranch Specific Plan and associated amendments to the existing (1982) General Plan on October 2, 1996.

This addendum to the Draft Policy Document has been prepared to incorporate the adopted specific plan land use designations and circulation revisions into the Draft General Plan. Land use designations have been translated into the equivalent categories developed for the Draft General Plan. The Draft General Plan designation of BRSP-33 has been eliminated and replaced with specific "pod" designations that reflect the density and type of development adopted with the Specific Plan. Pods within the BRSP area maintain the "33" numerical designation followed by a letter identification in order to clearly track the pod origin to the Big Ranch Specific Plan and its adopted policies for development.

The following crosswalk was used to assign comparable draft General Plan designations to the current General Plan designations represented in the adopted BRSP:

<u>BRSP</u>	<u>Draft General Plan</u>
MR	MFR (Attached) SFI (Detached) (RM Zoning density determines which designation)
HR	MFR
LR	SFR
ER	SFR
NC	LC
GC	CC
O	BP
PQ	PS
P	PS

Roadway designations and connections have been revised in the Policy Document to reflect the circulation pattern adopted with the Big Ranch Specific Plan.

An environmental impact report was prepared and certified for the Big Ranch Specific Plan prior to its adoption. The development anticipated by the Big Ranch Specific Plan (889 potential units) is within the envelope of development that was anticipated for the area in the base line land use data used for the environmental review of the Draft General Plan (900 potential units). The Big Ranch Specific Plan EIR analyzed circulation based on the same model used for the Draft General Plan. The Big Ranch EIR conclusions regarding circulation impacts is consistent with the conclusions in the DEIR and therefore the circulation modifications represented in the Specific Plan do not present new or more severe impacts than those anticipated by the DEIR prepared for the Draft General Plan. The differences between the two EIRs with respect to environmental conclusions is discussed in greater detail in the Response to Comments prepared for the Draft General Plan. The adopted Big Ranch Specific Plan and certified EIR should be referenced for specific details regarding specific plan development policies and mitigations.

### Recommended Policy Document Text and Figure Modifications

- |           |   |
|-----------|---|
| Page 1-3  | Revise last sentence under Vintage Planning Area description to read: <b>“The <del>Draft Big Ranch Specific Plan prepared</del> <u>adopted</u> for this area calls generally for a mix of single family and multi-family housing types.</b>                   |
| Page 1-13 | Second text column last sentence; revise to read : <b>“Major new undeveloped areas (i.e., Stanly Ranch, Big Ranch) include designations based on draft specific plans that have been discussed <u>or adopted</u> during the General Plan update process.”</b> |
| Page 1-25 | First column, first sentence under “Development Standards”: revise number of land use designations referenced to reflect the removal of the BRSP designation.   |
| Page 1-26 | First column, first paragraph under “Land Use Designations”: revise number of land use designations referenced to reflect the removal of the BRSP designation.  |
| Page 1-28 | Second column: eliminate BRSP - Big Ranch Specific Plan land use designation and descriptive paragraph.   |
| Page 1-31 | Figure 1-5: replace with Addendum Exhibit D which incorporates land use “pod” designations representative of the configuration of land uses adopted with the Big Ranch Specific Plan.   |
| Page 1-42 | Table 1-4, Residential Density Matrix: replace Vintage Planning Area section of table with the following table insert:  |

(2) VINTAGE			
Pod Number	Land Use Designation	Dwelling Units per Net Acre	
		Minimum	Maximum
20	SFR	4	8
21	MFR	10	20
22	SFR	0	3
23	SFI	3	6
24	MFR	10	15
25	MFR	10	15
26	SFR	0	3
27	SFR	3	6
28	MFR	10	20
29	MFR	12	18
30	SFR	0	2
31	MFR	10	40
32	MFR	10	15
33A	SFR	0	3
33B	SFR	0	2
33C	SFR	3	6
33D	SFR	3	4
33E	SFR	0	3
33F	SFR	3	6
33G	SFI	6	9
33H	MFR	12	25
33I	SFR	3	4
33J	SFR	0	3
33K	SFR	0	2
33L	SFR	3	6
34	MFR	9	12
35	MFR	10	40

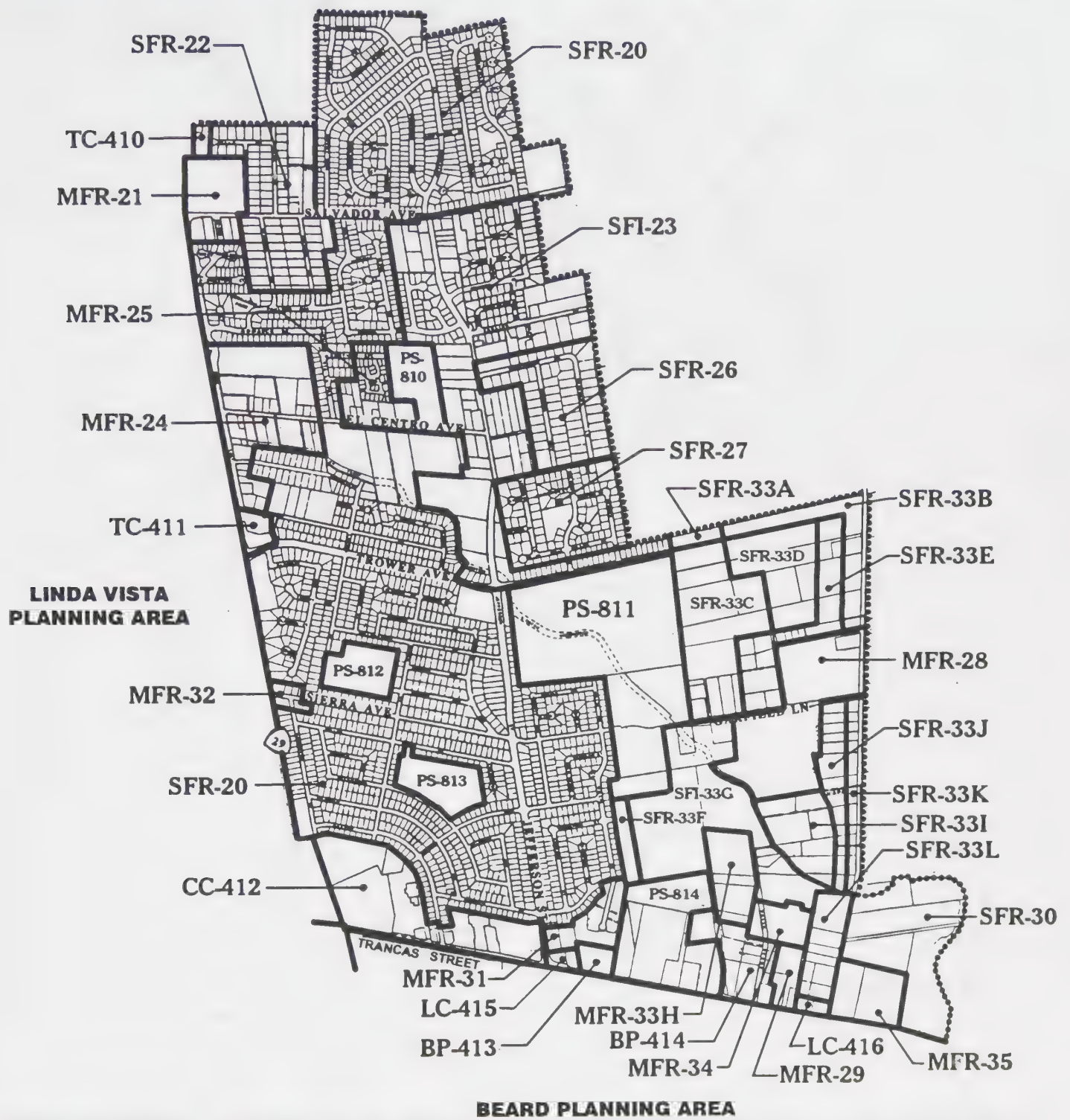
Page 1-45 Table 1-4, Residential Density Matrix; remove “\*Big Ranch” footnote at end of table.

Page 1-46 Table 1-5, Nonresidential Intensity Matrix; replace the Vintage Planning Area section of the table with the following table insert:

(2) VINTAGE		
410	TC	0.3
411	TC	0.3
412	CC	0.4
413	BP	0.3
414	BP	0.3
415	LC	.35
416	LC	.35

- Page 3-3      Figure 3-1, Future Circulation System. Revise Sierra Avenue by showing it as a collector extending east to Salvador Channel.
- Page 3-4      Table 3-1, Future Roadway Improvements. Revise Number 3 improvement description for Trower Avenue to read : “Extend ~~south to Garfield Lane~~ east to Big Ranch Road” . Revise Number 4 improvement description for Sierra Avenue to read: “Extend ~~east and connect with Garfield Lane~~ east to Salvador Channel”. Delete Number 5, Villa Lane improvement. Renumber list of improvements and revise numerical references on Figure 3-2 accordingly.
- Page 3-5      Figure 3-2, Future Roadway Improvements. Delineate Trower Avenue as a collector connecting to Big Ranch Road in the configuration shown on Figure 3.3 of the Big Ranch Specific Plan. Delineate Sierra as a collector extending east to Salvador Channel as shown on Figure 3.3. of the Big Ranch Specific Plan.
- Page 3-7      Table 3-3, Classification of Future Roadway System. Revise Minor Arterial, Trower Avenue to read: “Trower Avenue from Dry Creek Road to ~~Garfield/Sierra~~ approximately six-hundred (600) feet east of Stover Street”. Add to Collectors: “Trower Avenue from Big Ranch Road to approximately six-hundred (600) feet east of Stover Street.”
- Page 3-11      Revise Policy T-1.9 g. to read: “Trower Avenue (from its eastern end) ~~south to Garfield Lane~~ east to Big Ranch Road”. Revise Policy T-1.9 h. to read: “Sierra Avenue ~~/Garfield Lane connection over to~~ the Salvador Channel”. Delete Policy T-1.9.i.
- Page 3-23      Figure 3-4, Future Bikeway System. Revise to incorporate bike trail connection through Big Ranch approved with Silverado Creek Tentative Map as shown on revised Figure 3-4 attached to this Addendum.





City of Napa General Plan

Adem/D, DS4

11/97

**Figure 1-5**  
**Addendum Exhibit D**  
**Vintage Planning**  
**Area # 2**



POD Boundary

RUL Boundary

1/8 Mile 1/4 Mile 1/2 Mile 1 Mile

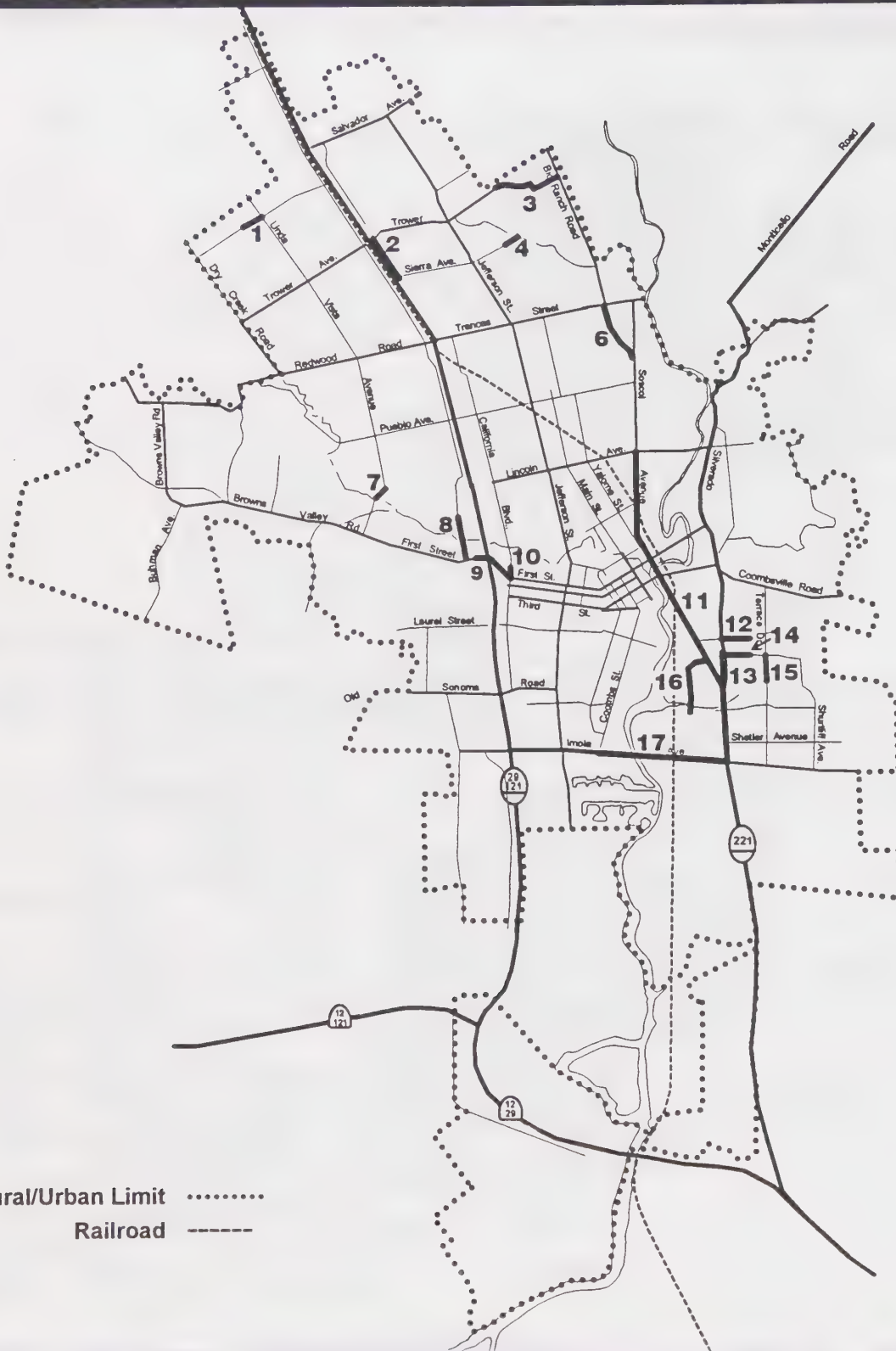
While every effort has been made to insure the accuracy of the information shown on this page, the City of Napa assumes no responsibility for liability from any errors or omissions.

envision



N A P A

2 0 2 0



Rural/Urban Limit .....  
 Railroad -----

**Figure 3-2**

**Future Roadway Improvements**

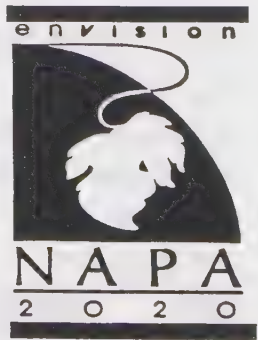


**Future Roadway Improvements** ———



**The numbers indicated correspond to Table 3-1**

While every effort has been made to insure the accuracy of the information shown on this page, the City of Napa assumes no responsibility for liability from any errors or omissions.





Rural/Urban Limit .....  
 Railroad -----

City of Napa General Plan

Roadclas.DS4

7/97

**Figure 3-1**

## Future Circulation System

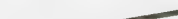


**State**

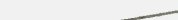
**Highways**



**Arterials**

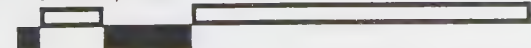


**Collectors**



**(Local Streets are not shown)**

725' 1/2 Mile 1 Mile 3 Miles



While every effort has been made to insure the accuracy of the information shown on this page, the City of Napa assumes no responsibility for liability from any errors or omissions.

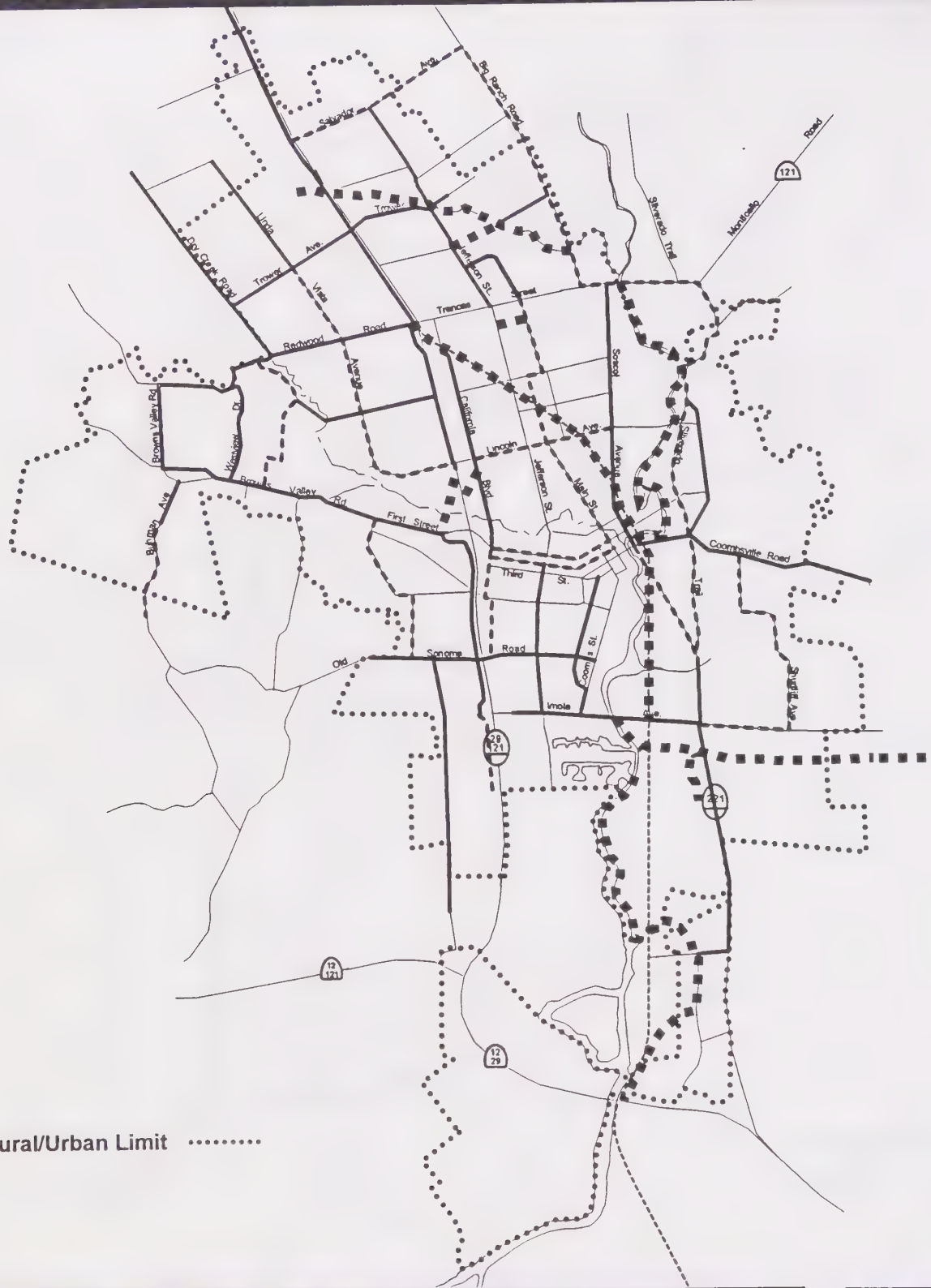
envision



**N A P A**

2 0 2 0





Rural/Urban Limit .....

City of Napa General Plan

Bikepath.DS4

7/97

**Figure 3-4**

## Future Bikeway System



**Class 1**



**Class 2**



**Class 3**



Source: City of Napa Public Works  
While every effort has been made to insure the accuracy of the information shown on this page, the City of Napa assumes no responsibility for liability from any errors or omissions.











# **ADDENDUM # 4**

## **GENERAL PLAN DRAFT POLICY DOCUMENT**

### **SOUSA LANE EXTENSION**

#### **Recommendation**

Eliminate Sousa Lane extension between Silverado Trail and Capitola Drive from the list of future connector roads identified in the Transportation Element.

#### **Background**

The Sousa Lane connection was carried forward into the Draft General Plan from the list of roadway connectors that are listed in the 1982 General Plan. The 1,100 foot collector road segment is described as extending from Silverado Trail east to Capitola Drive and is schematically shown across parcels that have remained vacant during the term of the 1982 Plan. During the review of a recent subdivision application in the area designated for the Sousa Lane extension, the City Council directed staff to take the necessary steps to eliminate this road segment from the General Plan. A supplemental traffic analysis was conducted by Dowling Associates (the City's General Plan traffic consultant) which concludes that the Sousa Lane segment can be eliminated provided that the future Saratoga Drive link (1,000 feet south of the Sousa Lane connection) remains in the list of roadway connectors to the Terrace/Shurtleff Planning Area. The traffic analysis utilized the model run and files used for the Draft General Plan DEIR and demonstrated that there would be virtually no change in LOS at surrounding intersections as a result of the Sousa Lane elimination (2/6/97 Letter Report from Dowling Associates attached).

#### **Recommended Policy Document Text and Figure Modifications**

Page 3-4	Table 3-1, Future Roadway Improvements. Delete item #12, Sousa Lane Extension and renumber remaining items in table.
Page 3-5	Figure 3-2, Future Roadway Improvements. Delete item 12 from map and renumber other project locations according to renumbered identification on Table 3-1.
Page 3-8	Table 3-3, second column; eliminate Sousa Lane from list.
Page 3-11	Policy T-1.9; eliminate sub item b., Sousa Lane and re-letter remaining list of connectors.

---

**Dowling Associates, Inc.**

---

Transportation Engineering • Planning • Research • Education

February 6, 1997

1997

Mr. Frank Sanchez  
Public Works Dept.  
City of Napa  
P.O. Box 660  
Napa, CA 94559

SUBJECT: Analysis of Souza Lane and Saratoga Drive Extensions

P930034

Dear Frank:

At your request, I have reviewed the data and analysis for the analysis of the omission of Souza Lane in the City of Napa General Plan. I found that the files I used for the January 13 memo were in fact somewhat out of date, and that there was more current data available. A better choice of data, and the one I have made for this memorandum, would be to use the model run and files used for the General Plan Update Draft EIR. The network for the GPEIR contains all of the improvements that are included in the General Plan, including extensions of Souza Drive, Saratoga Drive in the immediate area of concern. The plan also includes proposed improvements to Silverado Trail at Soscol Avenue as well as a planned extension of Gasser Drive to intersect Soscol Avenue at Gasser Drive.

I reran the City of Napa Travel Forecast Model using the same land use and network data as was used for the proposed General Plan, but removed the Souza Lane Extension from the network. This would give us the impacts of including or excluding this street within the overall context of the General Plan. The General Plan and both alternatives tested include Saratoga Drive as a new street.

The results of this analysis, shown in the accompanying table, indicate virtually no effect on the surrounding intersections, a result that I believe is more in keeping with what one would expect for what is essentially an internal circulation modification. I note that the intersection with which you were specifically concerned, Third Street & Silverado Trail, would be Level of Service D in both cases. However, the policies in the updated General Plan permit LOS D citywide and actually permit LOS E at this location as part of a recognition of the difficulty of making improvements in the Downtown area. This not only would the Saratoga Drive extension have negligible impact on this intersection, but it would in fact meet the policy guidelines of the proposed General Plan.

I hope this information is useful to you. Please feel free to call if you have any questions regarding this material.

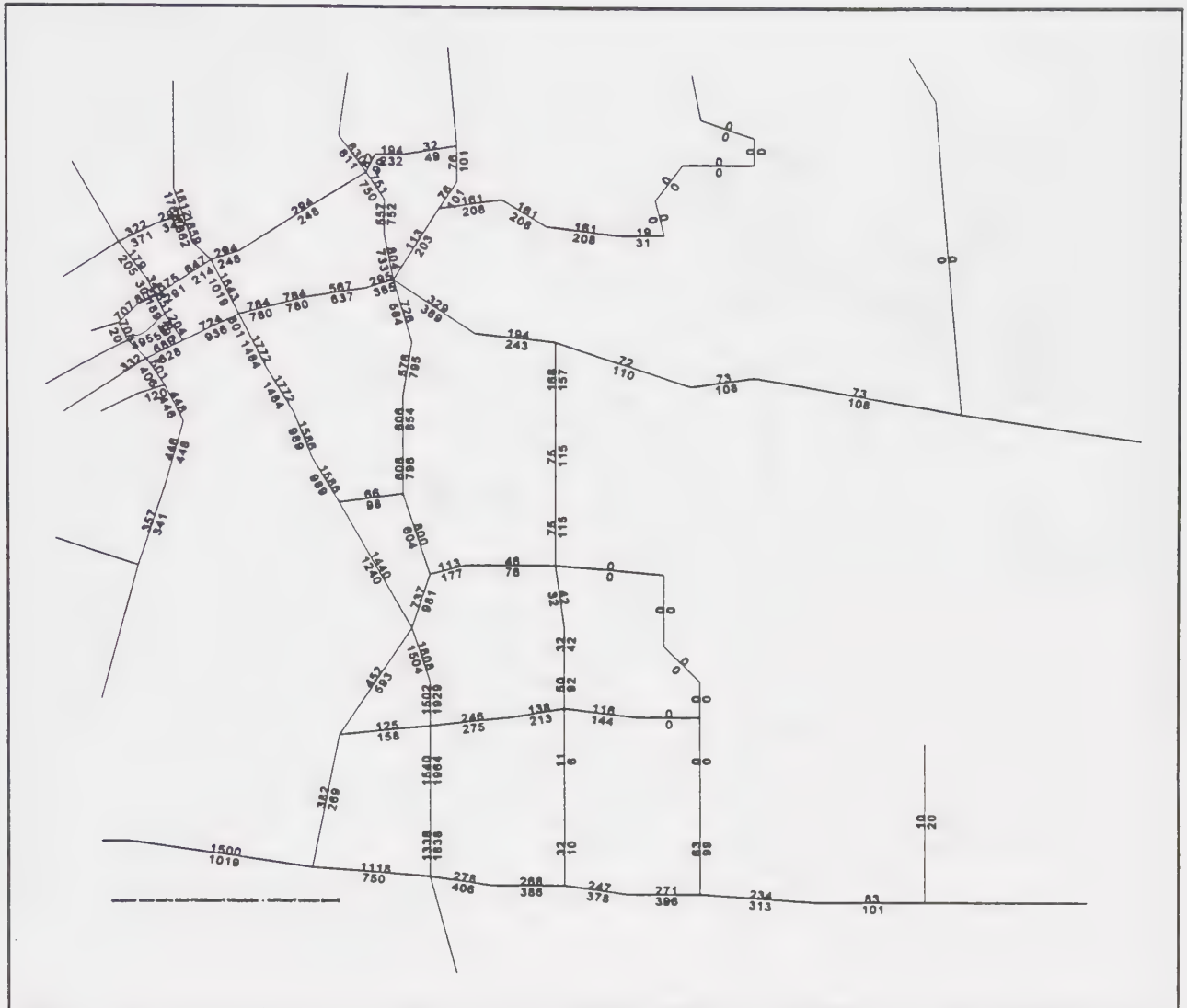
Sincerely,



Stephen Lowens  
Principal



Mr. Frank Sanchez  
January 29, 1997  
Page 2



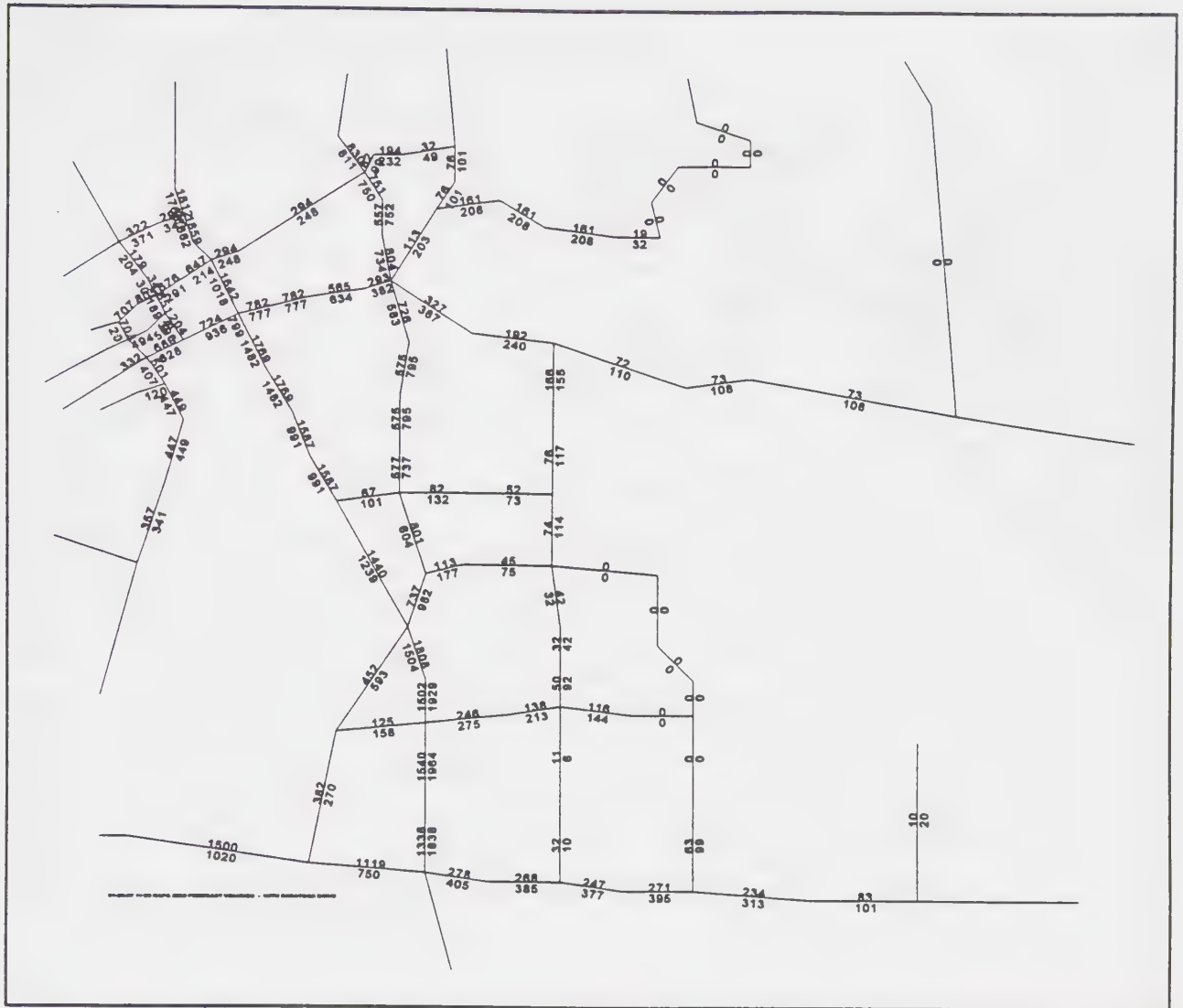
**Figure 1**  
**Projected 2020 Traffic Volumes**  
**Network Excludes Souza Lane**

January 29, 1997



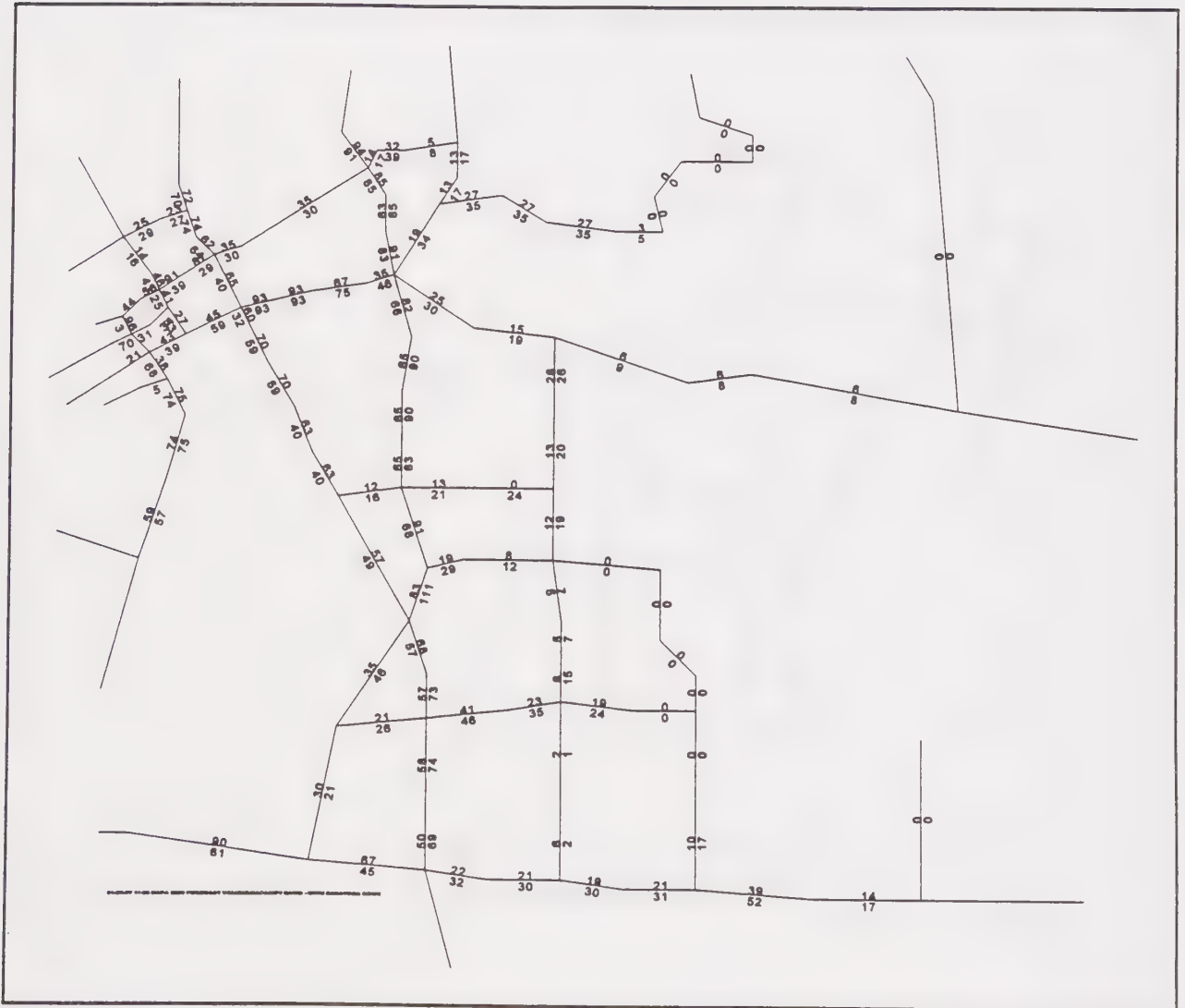
**Figure 2**  
**Projected 2020 Volume/Capacity Ratio**  
**Network Excludes Souza Lane**

January 29, 1997



**Figure 3**  
**Projected 2020 Traffic Volumes**  
**General Plan Network**  
**Includes Saratoga Drive**

April 3, 1996



**Figure 4**  
**Projected 2020 Volume/Capacity Ratio**  
**General Plan Network**  
**Includes Saratoga Drive**

April 3, 1996



**Table 1**  
**Comparison of Service Levels at Nearby Intersections**  
**Year 2020 Forecast**  
**With and Without Souza Lane**

	With Souza (General Plan Policy)			Without Souza		
	LOS	Del/ Veh	V/ C	LOS	Del/ Veh	V/ C
#1552 First St at Soscol Ave	B	12.2	0.61	B	12.2	0.61
#1566 Lincoln Ave at Silverado Trail	B	15.0	0.64	B	15.0	0.64
#1580 First St at Silverado Trail	B	8.9	0.64	B	8.9	0.64
#1684 Second St at Main St	B	7.0	0.36	B	7.0	0.36
#1686 Third St at Main St	B	8.8	0.72	B	10.2	0.73
#1688 Third St at Soscol Ave	C	21.4	0.84	C	21.6	0.85
#1702 Third St at Silverado Trail	D	36.3	1.05	D	36.3	1.05
#1838 Soscol Ave at Silverado Trail	C	15.3	0.90	C	15.3	0.90
#1918 Imola Ave at South Coombs St	C	21.6	0.79	C	21.6	0.79
#1922 Soscol Ave at Kansas Ave	B	11.5	0.74	B	11.5	0.74
#1926 Soscol Ave at Imola Ave	C	17.9	0.72	C	17.9	0.72











# ADDENDUM # 5

## GENERAL PLAN DRAFT POLICY DOCUMENT

### ALTERNATE STREET STANDARDS

#### Recommendation

Add Alternative Street Standards recommended by the Traffic Advisory Committee to Transportation Element.

#### Background

In 1995 the City Council requested that the Traffic Advisory Committee (TAC) study and make recommendation regarding the feasibility of alternative street standards. In February 1995 the TAC established an Ad Hoc Committee composed of representatives from the private sector and City staff to review and recommend appropriate revisions to public street standards. In developing alternative standards, the Committee recognized the need for emergency access and efficient local circulation and on street parking. The Committee also understood that the alternative standards would eventually implement many of the Draft General Plan policies related to neighborhood character and traffic calming on local streets. The Committee's recommendations were presented to the TAC on March 20, 1997. The TAC endorsed the alternative street standards with the understanding that they would be incorporated into the Draft General Plan transportation element. Since the standards were finalized after release of the Draft General Plan, the Alternative Street Standards are recommended for incorporation into the Transportation Element of the Plan through this Addendum.

The modifications to street standards represented in this Addendum do not change the "project" characterized by the Draft General Plan or affect the environmental analysis conducted for the General Plan because they affect only local streets where new development or re-development is proposed. The General Plan DEIR modeled the city-wide circulation system based on the network of arterials and collectors.

#### Recommended Policy Document Text and Figure Modifications

Page 3-9      Revise Policies T-1.1.d. and T-1.1.e. to include the following Public Street Standards:

##### Street Width

Minor residential streets with projected average daily traffic (ADT) volumes up to 250 vehicles per day or less may be designed as follows. The streets may be cul-de-sacs or loop streets. The street width depends on whether or not parking is needed along the full length of both sides in order to provide adequate on-street parking.

- 28 foot curb to curb width with parking on one side. The parking spaces and driveway locations must be designed to provide adequate back-up area for all vehicles using the driveways.
- 32 foot curb to curb width with parking on both sides.

Minor residential streets with projected ADT volumes of 251 to 650 vehicles per day may be designed as follows:

- 34 foot curb to curb width with parking on both sides.

For streets which are designated bikeways, the minimum widths shall be increased accordingly to accommodate the bicycle facilities.

The City will review and revise as necessary the existing policies which regulate which street designs are public and which are private. Criteria will be established to restrict the use of public streets in specific situations.

Minimum Street Standards		
Projected ADT	Street Width	Parking
up to 250	28	one side
up to 250	32	both sides
251-650	34	both sides
651-1500	36	both sides

### **On-Street Parking**

On-Street parking shall be provided at a minimum ratio of 1.0 spaces per residential unit in addition to the on-site spaces required by the City's Zoning Ordinance. Parking shall not be provided entirely along one side of the street, but may be staggered where such an approach provides the minimum number of spaces required. Where parking is provided on one side only, adequate space must be provided to allow vehicles to back out of driveways.

Where lot frontages exceed 70 feet, at least five on-street parking spaces shall be provided within 200 feet of each driveway.

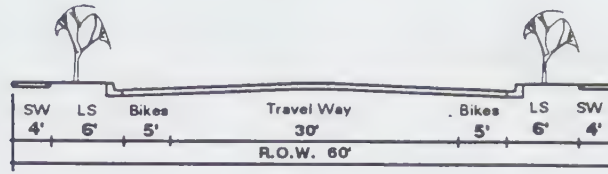
### **Sidewalk**

Sidewalk shall be provided on both sides of all residential streets. Contiguous 5.5 foot sidewalks adjacent to curbs may be used only where there is a parking lane and the projected daily traffic volume does not exceed 650 vehicles per day. When the 5.5 foot wide adjacent sidewalk is used, special design features must be included to meet disabled access standards at driveways.

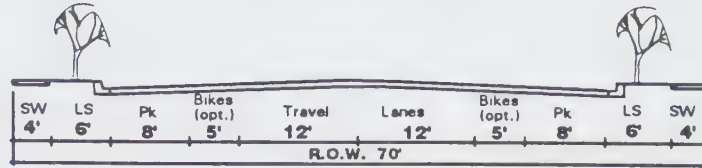
Figure 3.3, Street Standards Cross Sections. Revise per attached figures 3-3a and 3-3b, adding the additional standards described by this addendum to the cross sections shown for local streets.

# Collectors

## MINOR COLLECTOR

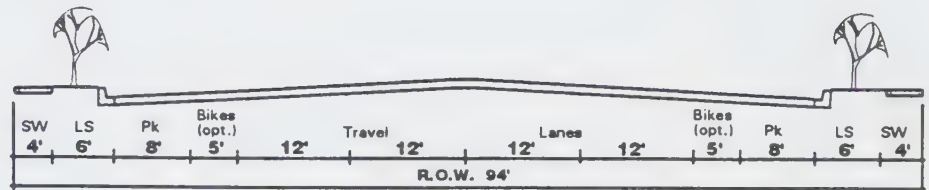


## COLLECTOR

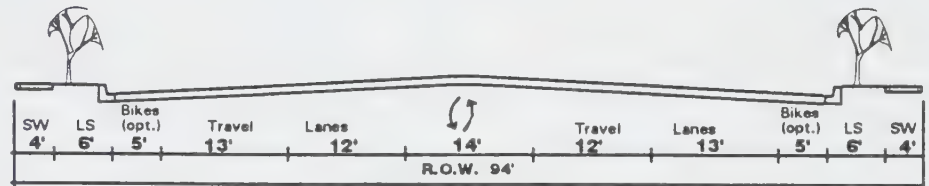


# Arterials

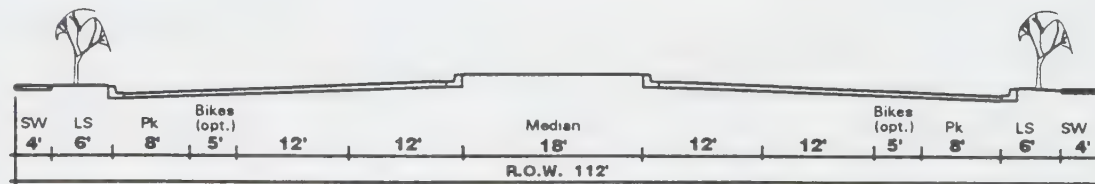
## 4 - LANE ARTERIAL UNDIVIDED - NORMAL CONFIGURATION



## 4 - LANE ARTERIAL 2 - WAY LEFT TURN CENTERLANE / NO PARKING



## 4 - LANE ARTERIAL DIVIDED



**Figure 3-3a**  
**Street Standards**  
**Cross Sections**  
**(Arterials & Collectors)**

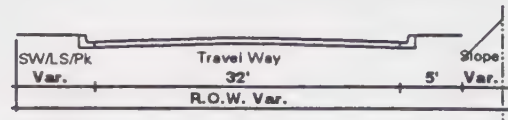
### Abbreviations:

SW	Sidewalk
LS	Landscaping
Pk	Parking
ROW	Right of Way
(opt.)	Optional

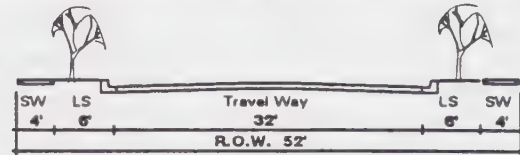


## Local Streets

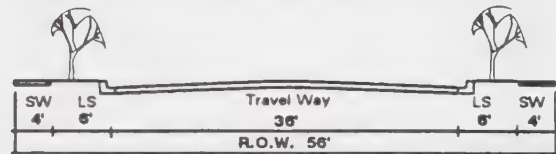
### HILLSIDE & RURAL STREET



### STANDARD LOW VOLUME LOCAL ACCESS

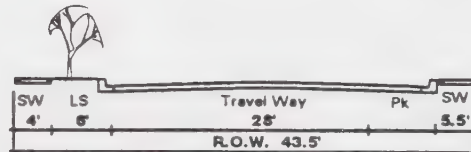


### STANDARD LOCAL ACCESS

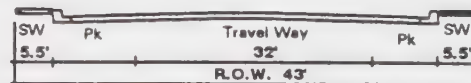


### LOW VOLUME LOCAL ACCESS

#### PARKING ONE SIDE ADT $\leq$ 250



#### PARKING BOTH SIDES ADT $\leq$ 250



#### PARKING BOTH SIDES ADT 251 TO 650

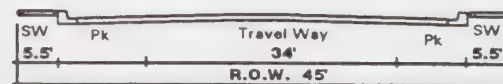
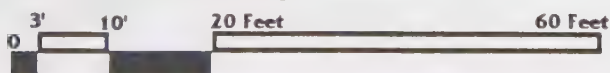


Figure 3-3b

### Street Standards Cross Sections (Local Streets)



#### Abbreviations:

SW	Sidewalk
LS	Landscaping
Pk	Parking
ROW	Right of Way
(opt.)	Optional









# ADDENDUM # 6

## GENERAL PLAN DRAFT POLICY DOCUMENT

### WATER SUPPLY

#### Recommendation

Adjust text and policy language to address short term drought period water supply and to provide additional mitigation as indicated by the revised DEIR.

#### Background

The DEIR Response to Comment process provided an opportunity for the City to evaluate the effectiveness of General Plan policies related to water supply and to clarify the strategy for addressing a potential deficit in water supply during drought years until the year 2012. The City currently has sufficient water supply during normal and wet years and the contract for increased entitlements from the State Water Project (SWP) will more than address the minimal increase in water demand from growth projected by the General Plan. However, during extended drought periods, such as was experienced from 1986 to 1992, the City would face a potential water deficit depending on the percentage of allocation of SWP supply that could be cut back. By 2012, based on progressive increases in contracted allocation from the SWP, it is projected that the City's water supply will far exceed normal year demand so that when a percentage of excess allocation is withheld from the SWP during drought, a sufficient supply will still be delivered to satisfy projected water demand. In the event that a drought should occur before 2012, and if the State Water Project supply is cut back by a percentage greater than what the City is able to compensate through conservation and other sources of water, there is a potential for a significant impact.

It should be noted that in past drought periods, the City has a proven track record of addressing SWP cutbacks of as much as 80% by implementing voluntary and mandatory conservation programs that have achieved up to a 33 % reduction in water consumption. The level of impact during that time was limited to inconvenience and marginal loss of irrigated landscape and never represented a threat to public health.

As discussed in the Response to Comments and Revised DEIR document, the City is pursuing a SWP contract modification that will accelerate allocations to bring the 2012 horizon to the present. The City is also investigating other programs with the SWP, such as water banking, that will ensure sufficient water supply during drought. Until SWP allocation increases and/or other programs that ensure a drought period water supply are a certainty, a drought period impact is potentially present until the year 2012.

The recirculated DEIR has been revised to reflect the potential for a drought period impact to water supply and the Response to Comments has provided additional information regarding water supply options. An additional mitigation measure has been introduced and is incorporated as an additional policy through this addendum. Other text and policy language in the Community Services Element is also revised by this addendum to more effectively address drought period water supply and to recognize the adoption of the Water System Optimization and Master Plan.

## Recommended Policy Document Text and Figure Modifications

Page 4-11 First column; modify third paragraph under “Sources and Demand” as follows (strike-out/underline shows changes):

During multi-year droughts the city’s existing water supply is insufficient to meet the needs of the city in the event that there is a drought cutback in State Water Project allocation. As indicated in the *Water System Optimization and Master Plan* (adopted November 1997), this will become less problematic in the future because the City’s water entitlements from the State Water Project (SWP) are growing significantly faster than projected growth in water demand ~~within the city~~ in the city’s water service area. Based on the City’s current contract, the 1996 entitlement of 6,200 acre-feet will grow to 18,800 acre-feet by the year 2021 (its ultimate SWP entitlement). This will provide a surplus in most years and the ability to absorb large cutbacks in dry years. For the purposes of long range analysis, the *Water System Optimization and Master Plan* assumes a 50 percent reduction in SWP deliveries and a reduction in water demand of 20 percent during dry years to reflect the City’s drought demand management measures.

At the current entitlement schedule, there will remain a remote possibility that a cutback in SWP allocations could result in a water deficit up until the year 2012. Based on past drought experience, the impact of this deficit is public inconvenience and minor loss of irrigated landscape. Entitlement amounts will increase by 2012 to a point where allocation surpluses, combined with proven conservation practices, would ensure adequate water supply even with an SWP allocation reduction resulting from drought.

Environmental standards for the Sacramento River Delta, along with minimum flow requirements for endangered species imposed on the State Water Project, may also occasionally affect the predictability of water quantities received from the State Water Project.

The City is pursuing a SWP contract modification that will accelerate allocations to bring the 2012 horizon to the present. The City is also investigating other programs with the SWP, such as water transfers and water banking, that will ensure sufficient water supply during drought. Until the entitlement contract is modified to accelerate SWP allocation and/or other programs are established that ensure a drought period water supply, there is a potential for a drought water supply deficit until the year 2012. Aside from the need to address potential drought deficits to the year 2012, the City’s water supply will exceed demand through the year 2020.

As a result, the City will have sufficient water supplies to meet projected water demands by the year 2012, and, based on the programs described above, the City’s water supply will exceed demand through the year 2020. Periodically, however, environmental standards for the Sacramento River Delta, along with minimum flow requirements for endangered species, may affect the reliability of State Water Project Supply.

Page 4-11 Modify policies under Goal CS-9 as follows (strike-out/underline shows changes):

CS-9.1. The City shall continue to implement water conservation programs that show promise of saving significant amounts of water at a reasonable cost.



CS-9.2. The City shall acquire or develop additional water supplies that would be available during drought periods to offset the shortages anticipated from existing supplies. ~~according to the policies and implementation programs identified in the *Water System Optimization and Master Plan*.~~

Water supply options include:

- a. Acceleration of entitlements from the SWP through contract modifications
- b. Pursuing transfer agreements with other State Water Contractors pursuant to the provisions of the Monterey Agreement
- c. Participation in SWP water banking program
- d. Participation in the SWP Drought Year Projects such as the American Basin Conjunctive Use Project and the Supplemental Water Purchase Program

CS-9.3. The City of Napa shall determine the firm yield available from existing and future SWP water supply sources and shall monitor and, if necessary, limit growth (new water system hook-ups) in order to guarantee drought year water supplies to existing and proposed development. Growth shall be monitored and, if necessary, limited as follows:

1) The City shall not issue any building permits or similar ministerial entitlements for proposed structures that would increase net potable water consumption in the City or its service area in the absence of a letter from the Department of Public Works stating that approval of the permit or other entitlement will not adversely affect the City's ability to adequately serve the public health and safety needs of all of its water customers during drought conditions.

2.) In addition, when conducting environmental review for proposed development projects requiring General Plan amendments, specific plans, use permits, tentative subdivision maps, or similar discretionary approvals, the City shall include within the environmental document information assessing whether the City and its water suppliers are likely to have sufficient water supplies to adequately serve the proposed development and all other City water customers during drought conditions. In approving any such discretionary project, the City shall require, as a mitigation measure and conditions of approval, that the applicant(s) may not receive a final subdivision map or in the absence of the need for such a map, may not receive building permits or similar ministerial entitlements in the absence of a letter from the Department of Public Works stating that approval of the map, permit or other ministerial entitlement will not adversely affect the City's ability to adequately serve the health and safety needs of all of its water customers during drought conditions and that there will be sufficient water to serve the basic health, hygiene, and fire suppression needs of the community.

When contracts are modified or are executed with the SWP to secure additional reliable water supply for drought years or other dependable and adequate sources are guaranteed, the requirement to limit growth in the manner described above can be suspended.

CS-9.4. The City shall implement the "Water System Optimization and Master Plan" (adopted 11/97) which refines policies and implementation programs for efficient water supply, storage, and delivery for projected demand to the year 2020.

CS-9.5. The City shall evaluate the feasibility and pursue the efficient use of reclaimed wastewater in appropriate locations to offset the demand for potable water supplies.

CS-9.6. The City shall promote voluntary conservation efforts to conserve water to a reasonable extent during multi-year droughts to avoid inordinate expenditures for new water supplies.

CS-9.7. The City shall work cooperatively with other agencies having similar needs to identify water supply options that could have mutual benefit and consider entering into joint powers agreements to develop and manage a candidate project.

CS-9.8. The City shall encourage state and federal agencies to cooperatively establish programs and projects that will enable the State Water Project to meet its contractual obligations to the city predictably and reliably.

CS-9.9. The City shall monitor the State Water Contract and work with other agencies to ensure continued and increased reliable water supply deliveries from the State Water Project.

CS-0.10. The City shall seek to control urban development in the city's Water Service Area beyond the RUL. To this end, the City shall continue applying Policy Resolution #7 (Outside Water Service Policy) as an effective means of limiting and preventing urban development beyond the city's RUL.









# ADDENDUM # 7

## GENERAL PLAN DRAFT POLICY DOCUMENT

### WASTEWATER

#### Recommendation

Modify policy text as requested by Napa Sanitation District to correctly describe plant operations and provide additional policy for mitigation purposes as indicated by the revised DEIR.

#### Background

Comments received in the Napa Sanitation District letter of November 14, 1996 (Comment Letter #9 in Response to Comments), during the review period for the DEIR, provided text corrections regarding NSD operations as described in the Draft Policy Document. As a result, this addendum specifies revisions to descriptive text in the Community Services Element of the Policy Document to more accurately describe NSD facility operations.

The DEIR Response to Comment process also provided an opportunity for the City to evaluate the effectiveness of General Plan policies related to wastewater capacity conditions. The Wastewater Standard Response (Response to Comments portion of the Revised DEIR) demonstrates that the 2020 population projections of the Draft General Plan are well within the planning assumptions used by the NSD for its 1990 Master Plan Update; and therefore, the planned facilities of the NSD Master Plan, if implemented, should address the capacity needs of development anticipated by the Draft General Plan. The NSD comment letter, however, suggests uncertainty in its ability to provide the capacity as projected by its Master Plan. This uncertainty has been addressed in the recirculated DEIR and an additional mitigation measure has been introduced and is incorporated as additional policy text through this addendum. The additional policy text will provide assistance to the Napa Sanitation District so that they may monitor capacity while continuing to plan, design, finance and construct facilities adequate to meet the needs anticipated by their 1990 Master Plan.

#### Recommended Policy Document Text and Figure Modifications

Page 4-12

Under "Treatment Facilities" heading:

Paragraph one, sentence three is revised to read: "The Soscol Plan has a design hydraulic capacity of 15.4 million gallons per day. ~~with 1.54 million gallons per day of oxidation pond capacity presently reserved for American Canyon's wastewater.~~"

Paragraph two, sentence three is revised to read: "The plan also includes expenditures of \$13 million for trunk lines and \$2 million for relief pumping stations pump station expansion."

**Under “Sludge Disposal and Water Reclamation” heading:**

Paragraph one is stricken and replaced with the following paragraph: “Dewatered sludge generated at the NSD’s Imola Plant is either beneficially reused or disposed of at various landfill sites. Most of the sludge generated at the Soscol facility since 1966 has been stored in the plant’s oxidation ponds. The District’s Master Plan calls for removal of the accumulated sludge and future processing of sludge as it is generated.”

Paragraph two; the last sentence is revised to read: “From May through October, when discharge to the river is prohibited, ~~reclaimed water is used for irrigation~~ wastewater is stored in the District’s oxidation ponds for winter discharge, with a portion being reclaimed for irrigation.”

Paragraph three; the first sentence is revised to read: “Although water reclamation is not ~~always~~ cost effective, ..... .”

Page 4-13

Revise Policy CS-10.3 to read:

The City shall coordinate development review with the Napa Sanitation District to ensure that adequate wastewater collection, treatment, and disposal facilities can be provided by the District by requiring that all new applicants for development secure a “will-serve” letter from the NSD if the District notifies the City that a critical capacity situation exists.

Where a critical capacity situation does exist, the City shall not issue, in the absence of a will-serve letter from the NSD, any building permits or similar ministerial entitlements for proposed structures that would increase net demand on NSD treatment capacity. In addition, when conducting environmental review for proposed development projects requiring General Plan amendments, specific plans, use permits, tentative subdivision maps, or similar discretionary approvals, the City shall include within the environmental document, information assessing whether NSD is likely to have sufficient capacity to serve the proposed development.

In approving any such discretionary project, the City shall require, as a mitigation measure and condition of approval, that the applicant(s) shall obtain the necessary will-serve letters from NSD prior to receiving approval of a final subdivision map, or in the absence of the need for a final subdivision map, prior to receiving approval of any required building permits or similar ministerial approvals.









# ADDENDUM # 8

## GENERAL PLAN DRAFT POLICY DOCUMENT

### PS - PUBLIC SERVING DESIGNATION

#### Recommendation

Modify policy text and land use maps to reflect consistent designation of public and quasi-public facilities and community serving parklands.

#### Background

After assembly and release of the draft policy document, staff became aware of several inconsistencies in the PS, Public Serving land use designation of parcels that are used for government or other public serving uses. These inconsistencies occur both in the maps (i.e. one post office is designated PS and the other is designated CC), and between the PS description and the actual designations on the map.

This addendum to the Draft Policy Document corrects parcel specific land use designations for public serving uses and revises the descriptive language of the PS, Public Serving land use designation to more closely reflect the existing conditions and to be consistent with policy implications in other elements of the plan (i.e. Community Services and Parks and Recreation).

The land use modifications included in this addendum do not alter the environmental conclusions of the Revised Draft EIR. The re-designation does not enable development that is not already considered in the Plan and, for the most part, reflects existing development or development of public facilities that are contemplated in other elements of the Draft General Plan. This addendum has been released along with the Revised Draft EIR to enable any comments regarding this environmental conclusion.

#### Recommended Policy Document Text, Figure and Table Modifications

##### Page 1-28 Under Land Use Designations - Other:

Last two paragraphs, second column (and continuing onto page 1-29), revise descriptive text under PS - Public Serving land use as follows:

This designation provides for public and quasi-public sites dedicated to unique community-serving purposes, such as fire and police stations, utility substations, secondary and middle schools, colleges, courts, jails, hospitals, major public utilities, and transportation facilities government offices and related community service facilities, city-wide and community parklands, public schools of all levels and private schools with a significant enrollment, and public health facilities. This designation is also used to identify large tracts of privately owned undeveloped land with significant environmental limitations to development.

~~This designation also provides for major parks and large areas of open space in private ownership; these lands may be subject to deed restrictions, easements or other enforceable restrictions which will maintain land as open space. Lands with this designation may be used for outdoor recreation purposes, such as trails, nature study areas, environmental education centers, and related uses. The FAR shall not exceed 0.40.~~

Page 1-30 - 1-41 **Land Use Map Revisions:** Revise Figures 1-4 through 1-15, Planning Area Maps showing PS pod designations as shown on the attached, revised Figures and as further described below for Table 1-5, Nonresidential Intensity Matrix.

Page 1-46 - 1-47 **Land Use Table Revisions:** Revise Table 1-5 "Nonresidential Intensity Matrix" to include existing and revised PS pod designations in each planning area as follows:

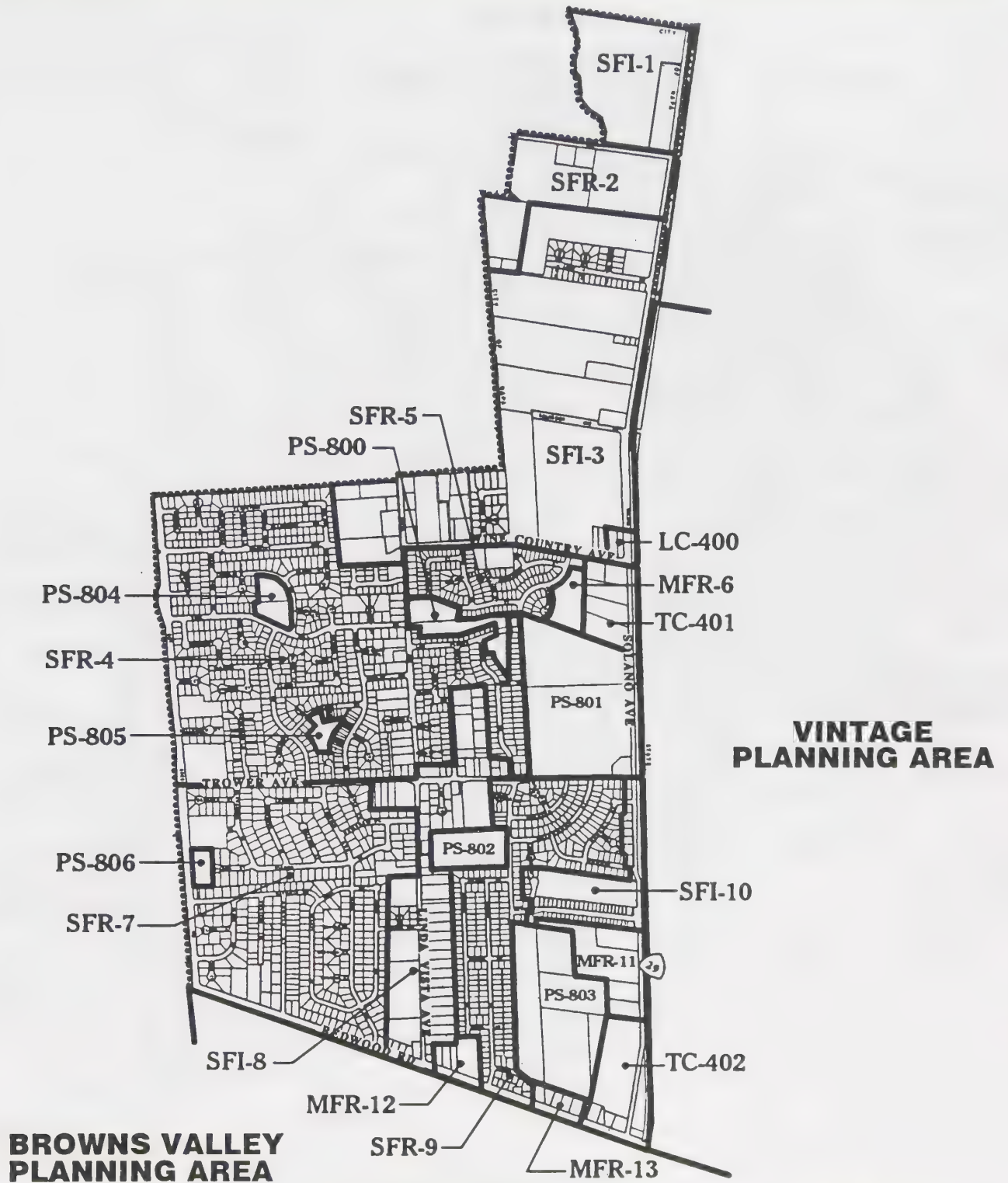
Table 1-5		
NONRESIDENTIAL INTENSITY MATRIX		
Pod Number	Land Use Designation	Maximum FAR
<b>(1) Linda Vista Planning Area</b>		
401	TC	0.3
402	TC	0.3
800	PS	0.1
801	PS	0.4
802	PS	0.4
803	PS	0.4
804	PS	0.1
805	PS	0.1
806	PS	0.1
<b>(2) Vintage Planning Area (includes revisions from Addendum #3)</b>		
410	TC	0.3
411	TC	0.3
412	CC	0.4
413	BP	0.3
414	BP	0.3
415	LC	.35
416	LC	.35
810	PS	0.4
811	PS	0.4
812	PS	0.1
813	PS	0.4
814	PS	0.4
815	PS	0.1
816	PS	0.1
817	PS	0.1
818	PS	0.1
<b>(3) Browns Valley Planning Area</b>		
420	LC	0.35
820	PS	0.4

821	PS	0.1
822	PS	0.1
823	PS	0.4
824	PS	0.1
825	PS	0.1
826	PS	0.1
827	PS	0.1
<i>(4) Pueblo Planning Area</i>		
430	CC	0.4
431	TC	0.3
830	PS	0.4
831	PS	0.4
832	PS	0.1
<i>(5) Beard Planning Area</i>		
440	CC	0.4
441	BP	0.3
442	CC	0.4
443	CC	0.4
444	CC	0.4
445	CC	0.4
446	CC	0.4
447	TC	0.3
640	LI	0.5
840	PS	0.4
841	PS	0.4
842	PS	0.4
843	PS	0.4
844	PS	0.1
<i>(6) Alta Heights Planning Area</i>		
460	LC	0.35
461	MU	0.35
462	TC	0.5
850	PS	0.4
851	PS	0.4
852	PS	0.1
<i>(7) Westwood Planning Area</i>		
470	CC	0.4
471	LC	0.35
670	LI	0.5
671	CP	0.25
860	PS	0.1
861	PS	0.4
862	PS	0.4
863	PS	0.4
864	PS	0.1
<i>(8) Central Napa</i>		
480	CC	0.4
481	CC	0.4
482	CC	0.4
483	BP	0.35
484	TC	0.3

485	MU	0.4
486	DC	1.25
487	MU	0.4
488	LC	0.35
489	MU	0.4
490	CC	0.4
681	LI	0.35
682	LI	0.5
870	PS	0.4
871	PS	0.4
872	PS	0.4
873	PS	0.4
874	PS	0.4
875	PS	0.4
876	PS	0.1
877	PS	0.4
878	PS	0.4
879	PS	0.1
880	PS	0.1
881	PS	0.4
882	PS	0.1
<b>(9) Soscol Planning Area</b>		
530	MU	0.4
531	LC	0.35
532	MU	0.4
533	CC	0.4
900	PS	0.4
901	PS	0.4
902	PS	0.4
<b>(10) Terrace Shurtleff Planning Area</b>		
500	CC	0.4
890	PS	0.4
891	PS	0.4
892	PS	0.1
893	PS	0.1
<b>(11) River East Planning Area</b>		
720	CP	0.25
721	MU	0.4
910	PS	0.4
911	PS	0.4
912	PS	0.4
<b>(12) Stanly Ranch Planning Area</b>		
550	TC	0.5
551	TC	0.5
552	TC	0.5
920	PS	0.1
921	PS	0.1

Attachments: Land Use Maps - Revised Figures 1-4 through 1-15





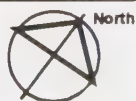
City of Napa General Plan

Linda.DS4

11/97

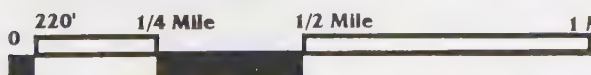
**Figure 1-4**

## Linda Vista Planning Area # 1

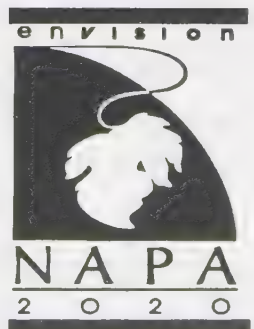


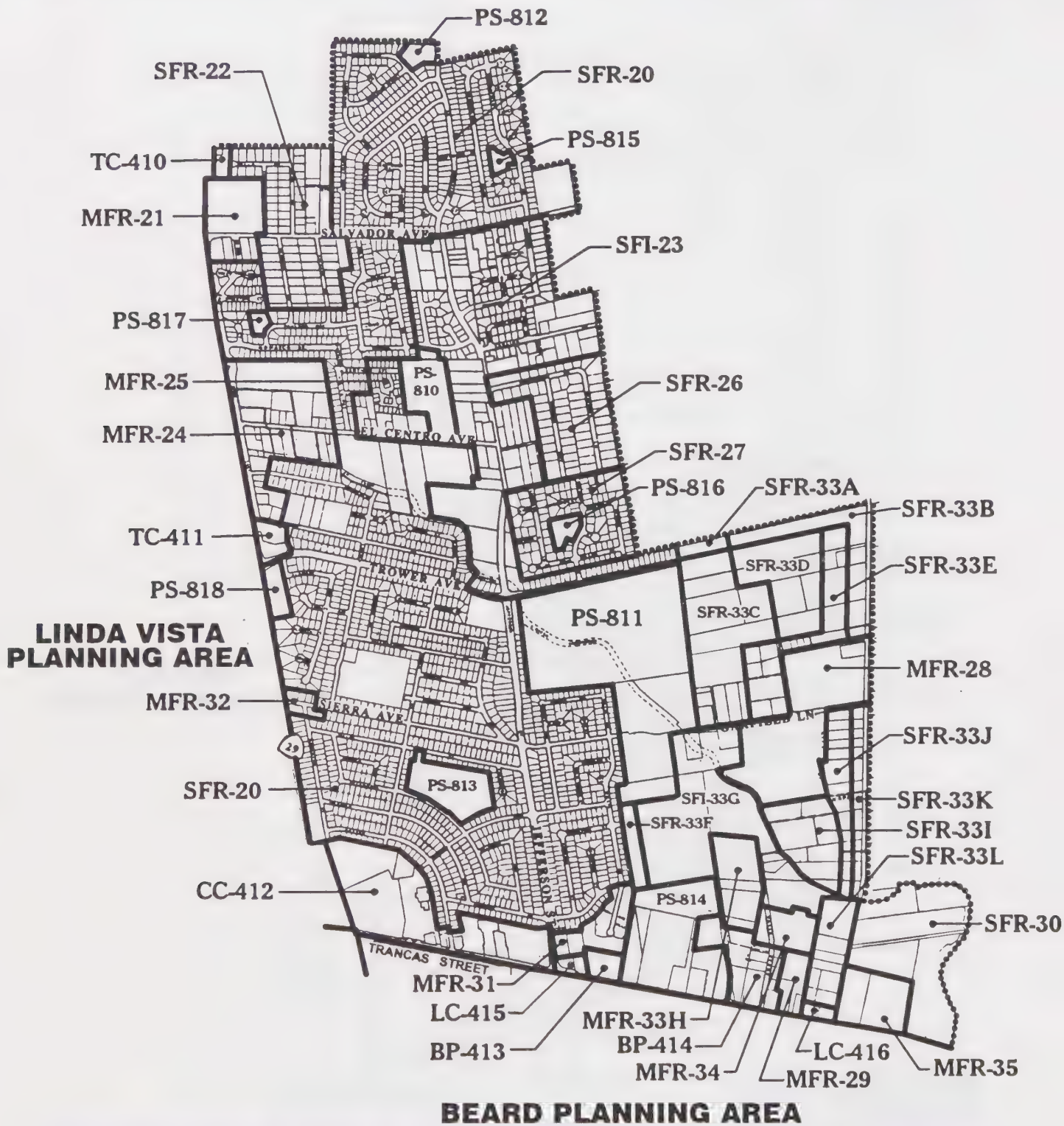
Pod Boundary

RUL Boundary



While every effort has been made to insure the accuracy of the information shown on this page, the City of Napa assumes no responsibility for liability from any errors or omissions.





City of Napa General Plan

Vintage.DS4

11/97

Figure 1-5

## Vintage Planning Area # 2



POD Boundary

RUL Boundary



While every effort has been made to insure the accuracy of the information shown on this page, the City of Napa assumes no responsibility for liability from any errors or omissions.

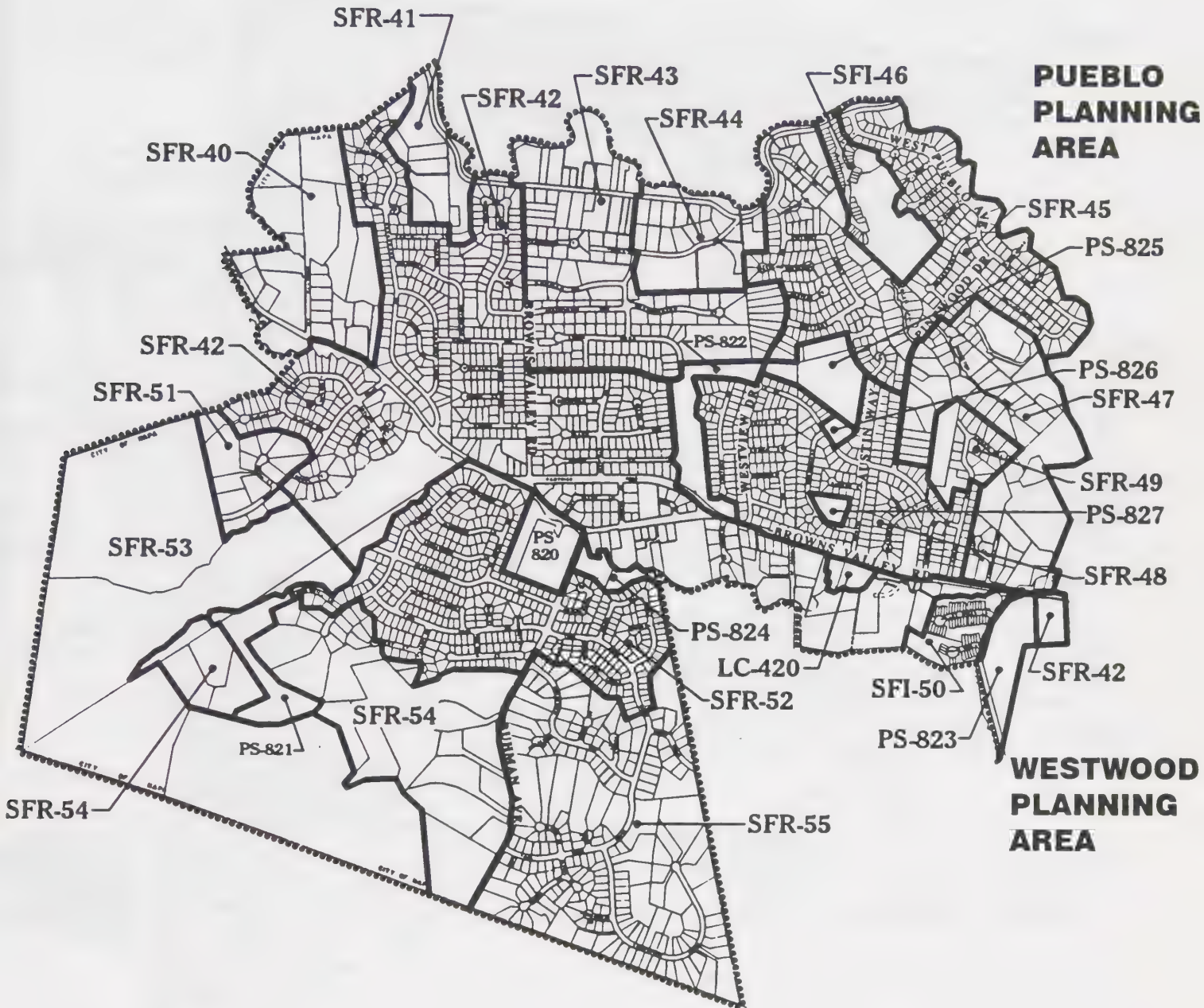
envision



N A P A

2 0 2 0





**Figure 1-6**

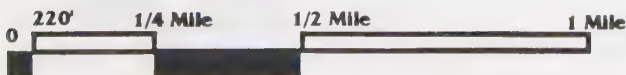
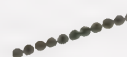
# **Browns Valley Planning Area # 3**



**POD Boundary**



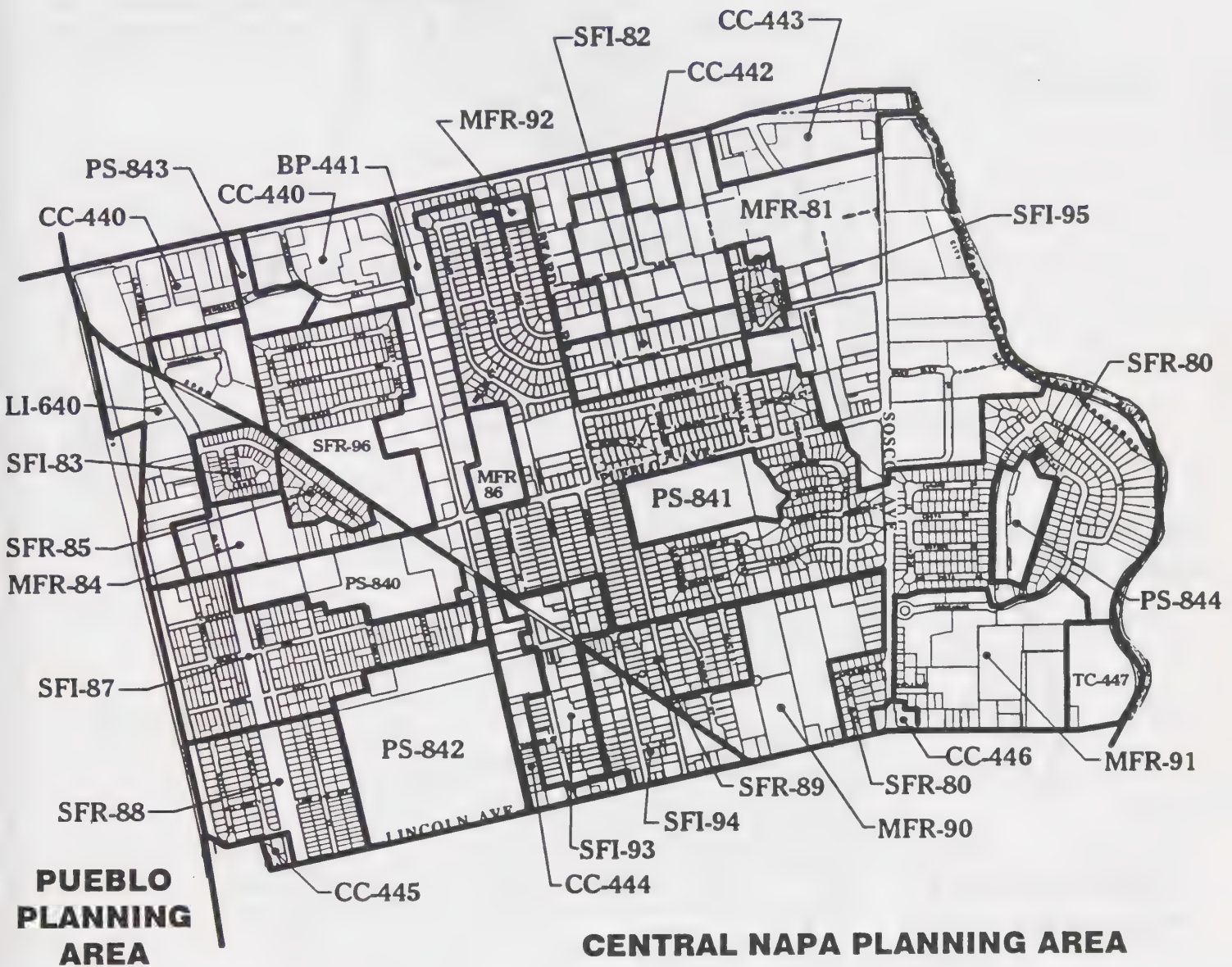
**RUL Boundary**







# VINTAGE PLANNING AREA



City of Napa

Beard.DS4

11/97

**Figure 1-8**

## Beard Planning Area # 5



**Pod  
Boundary**

**RUL  
Boundary**

380' 1/4 Mile 1/2 Mile 1 Mile

While every effort has been made to insure the accuracy of the information shown on this page, the City of Napa assumes no responsibility for liability from any errors or omissions.

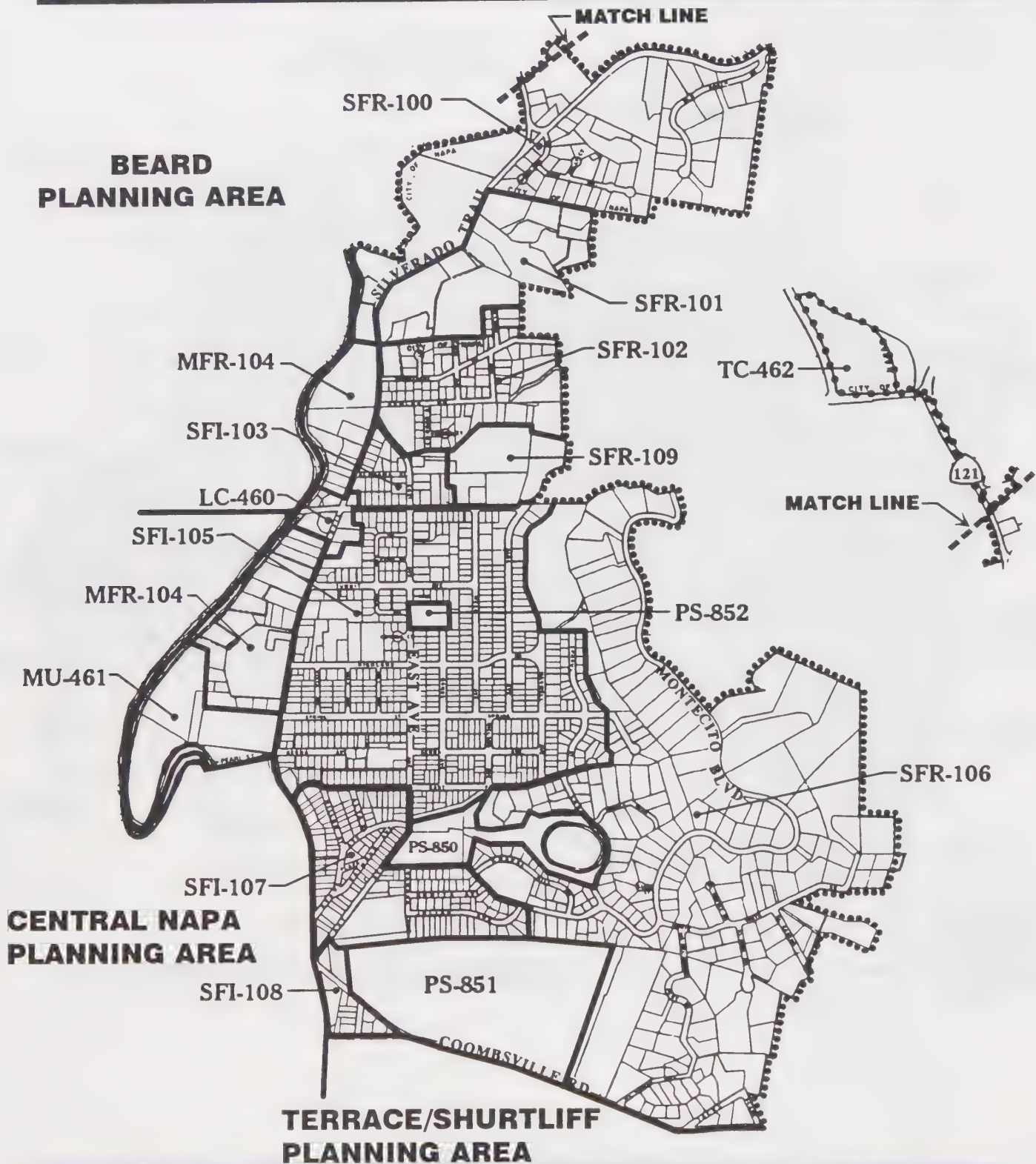
envision



N A P A

2 0 2 0





City of Napa

Altahts.DS4

11/97

**Figure 1-9**

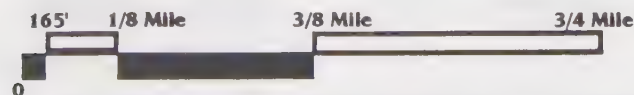
## Alta Heights Planning Area # 6



**Pod Boundary**



**RUL Boundary**



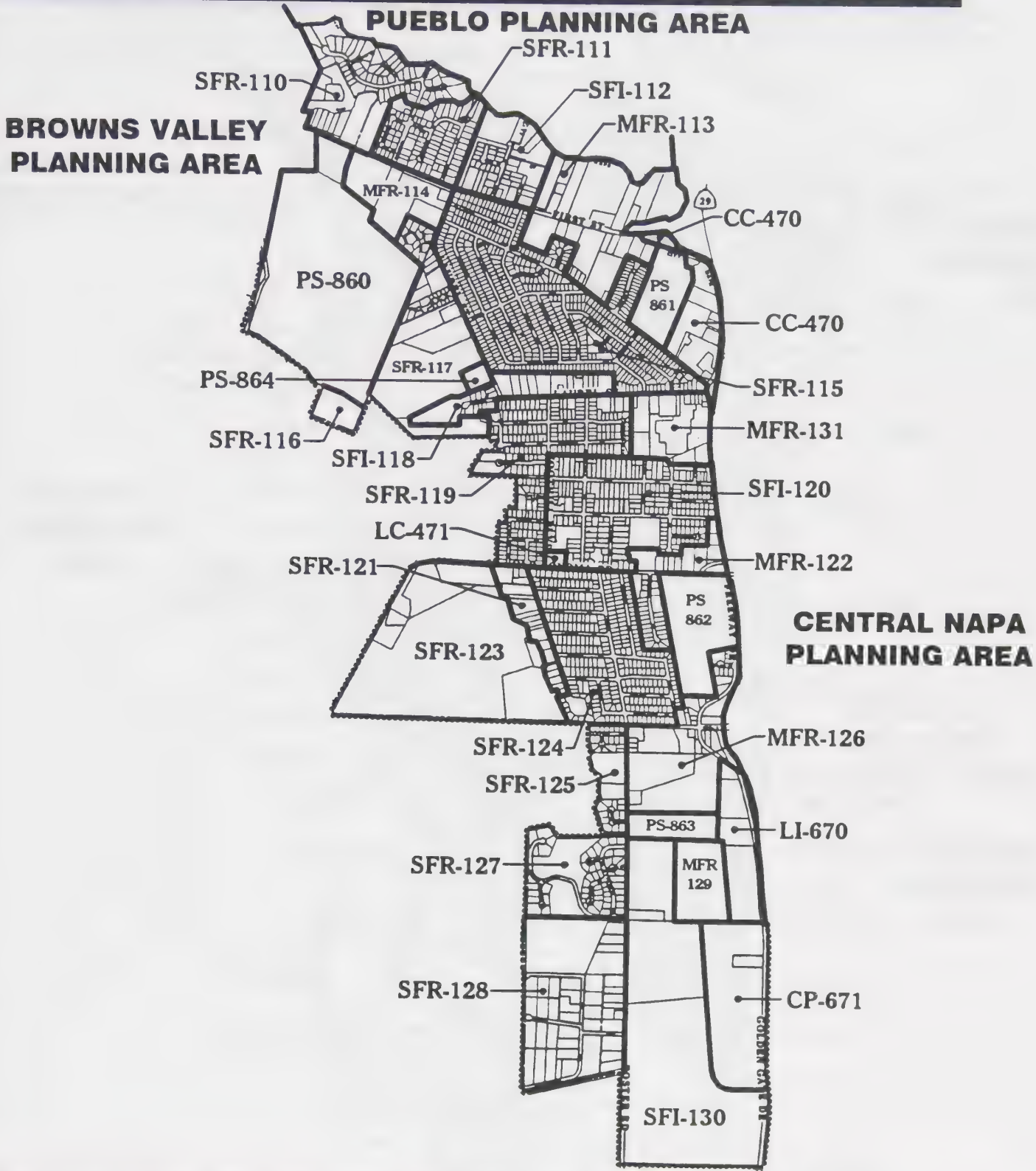
While every effort has been made to insure the accuracy of the information shown on this page, the City of Napa assumes no responsibility for liability from any errors or omissions.

envision



N A P A

2 0 2 0



City of Napa

Westwood.ds4

11/97

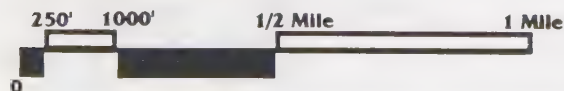
**Figure 1-10**

## Westwood Planning Area # 7



Pod Boundary

RUL Boundary



envision



**N A P A**

2 0 2 0

While every effort has been made to insure the accuracy of the information shown on this page, the City of Napa assumes no responsibility for liability from any errors or omissions.



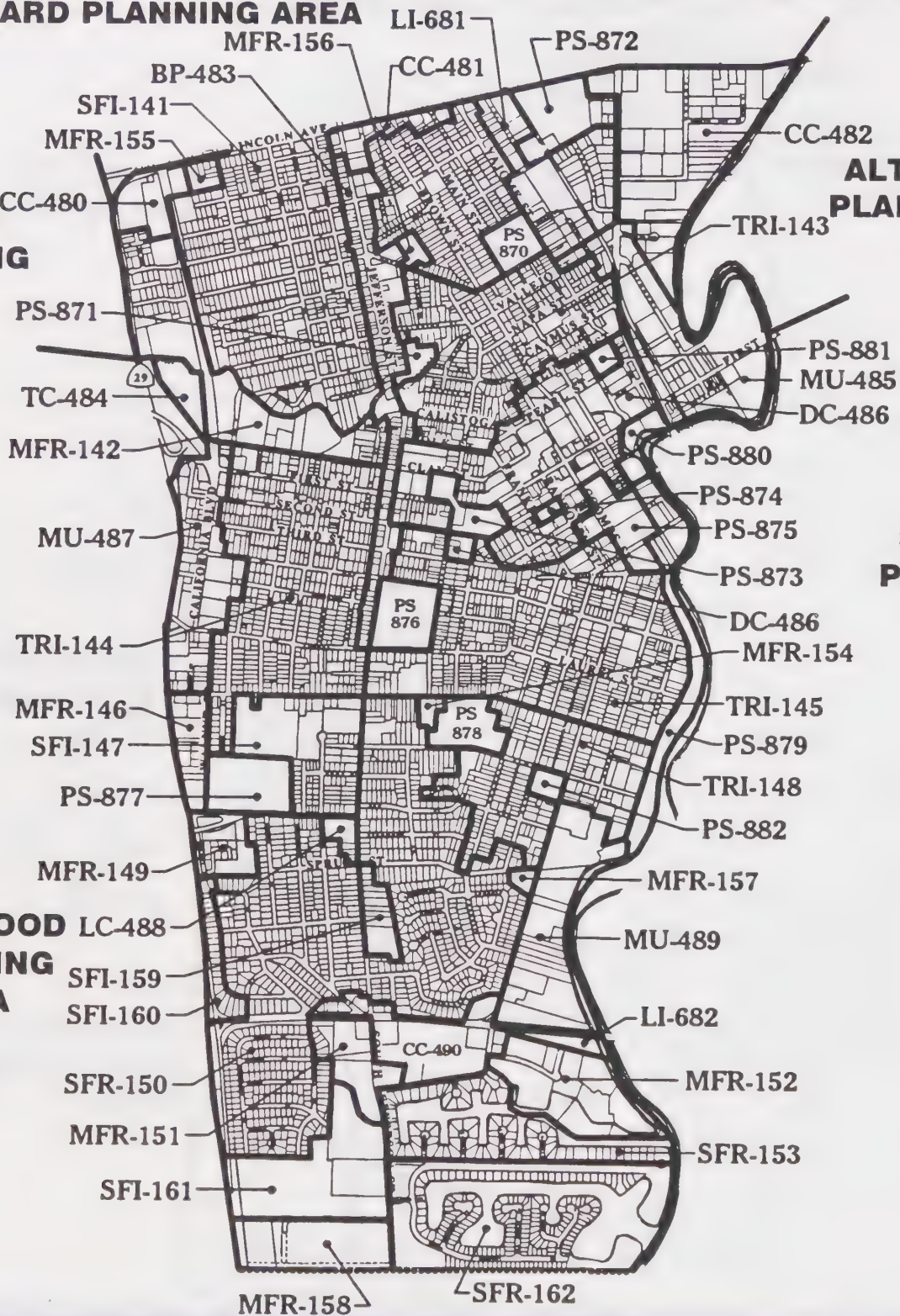
# BEARD PLANNING AREA

## PUEBLO PLANNING AREA

## ALTA HEIGHTS PLANNING AREA

## SOSCOL PLANNING AREA

## WESTWOOD PLANNING AREA



City of Napa

Central.DS4

11/97

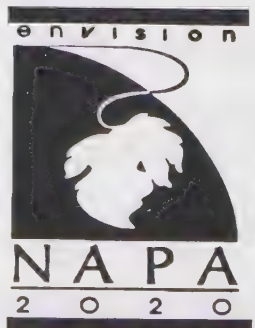
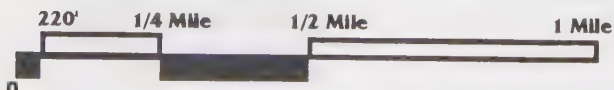
**Figure 1-11**

### Central Napa Planning Area # 8

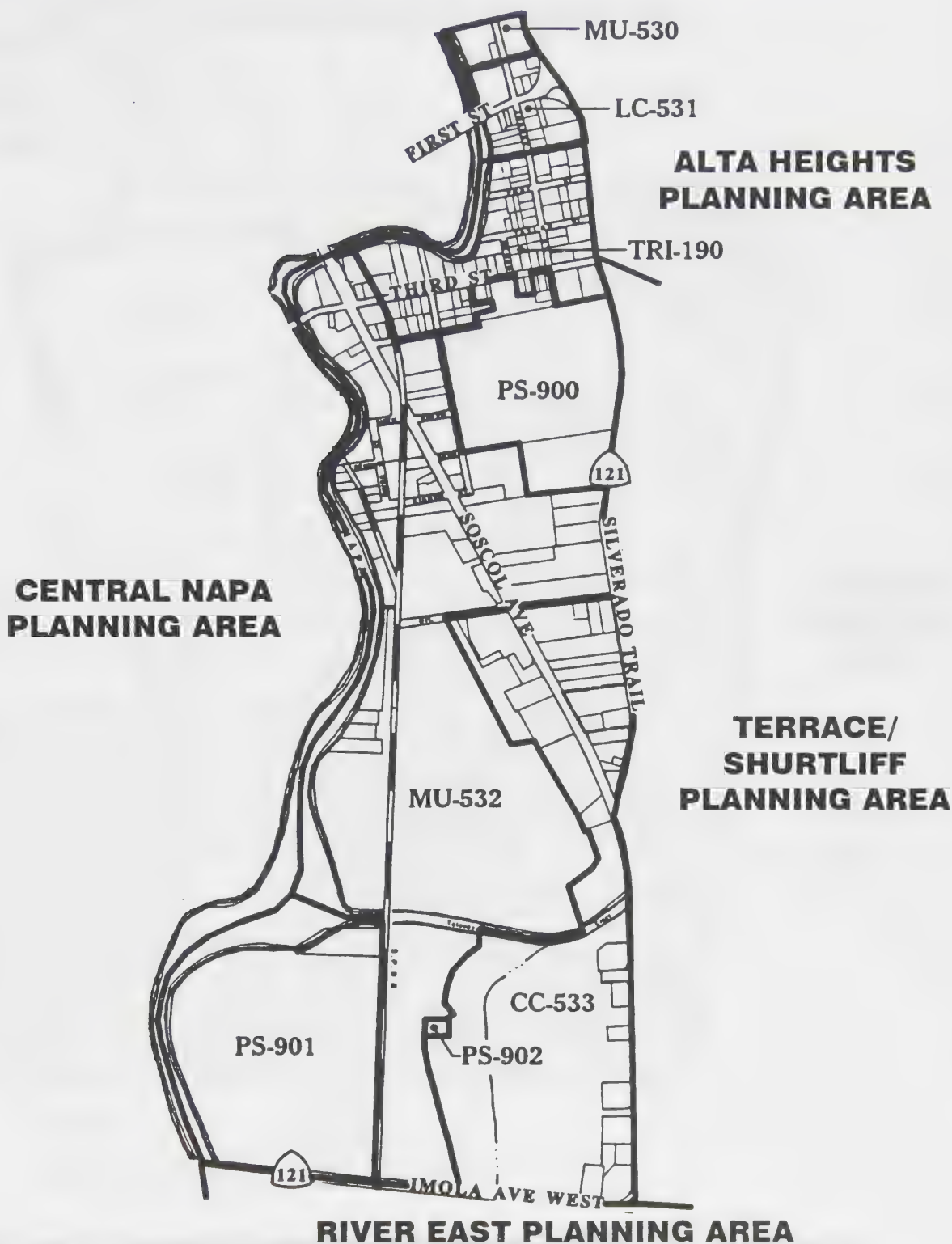


Pod Boundary

RUL Boundary



While every effort has been made to insure the accuracy of the information shown on this page, the City of Napa assumes no responsibility for liability from any errors or omissions.



City of Napa General Plan

Soscol.DS4

11/97

**Figure 1-12**

**Soscol  
Planning Area # 9**



Pod Boundary



While every effort has been made to insure the accuracy of the information shown on this page, the City of Napa assumes no responsibility for liability from any errors or omissions.

envision

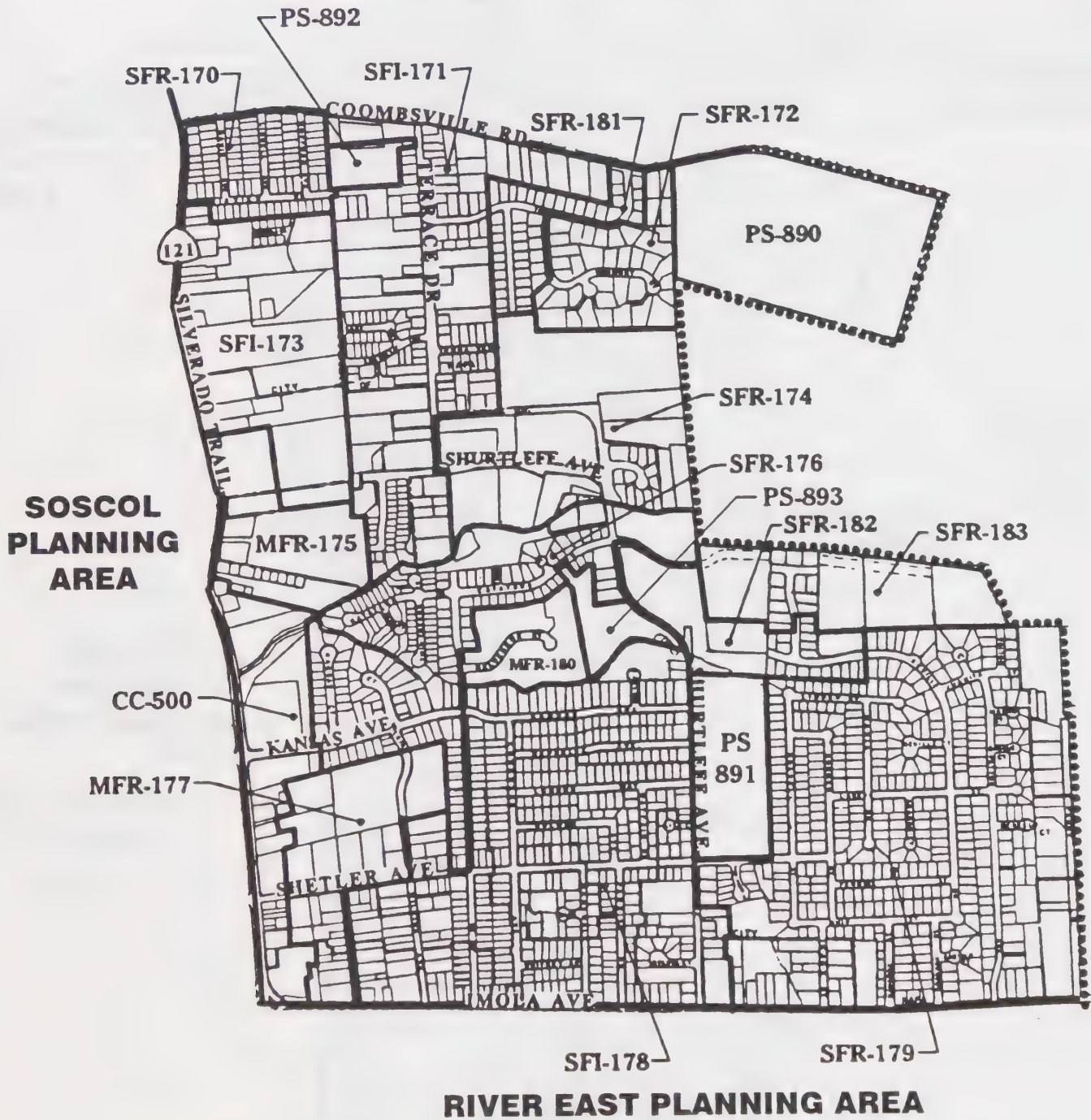


N A P A

2 0 2 0



# ALTA HEIGHTS PLANNING AREA



City of Napa General Plan

Terrace.DS4

11/97

**Figure 1-13**

## Terrace/Shurtleff Planning Area #10

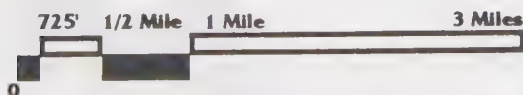
North



Pod Boundary



RUL Boundary



While every effort has been made to insure the accuracy of the information shown on this page, the City of Napa assumes no responsibility for liability from any errors or omissions.

envision



**N A P A**  
2 0 2 0



# SOSCOL PLANNING AREA

## CENTRAL NAPA PLANNING AREA

MU-721

PS-911

PS-910

Napa College

Kennedy Park

PS-912

KAISER RD

CP-720

City of Napa General Plan

Riverest.DS4

11/97

Figure 1-14

### River East Planning Area # 11



1/8 Mile 1/2 Mile 1 Mile

Pod Boundary

RUL Boundary

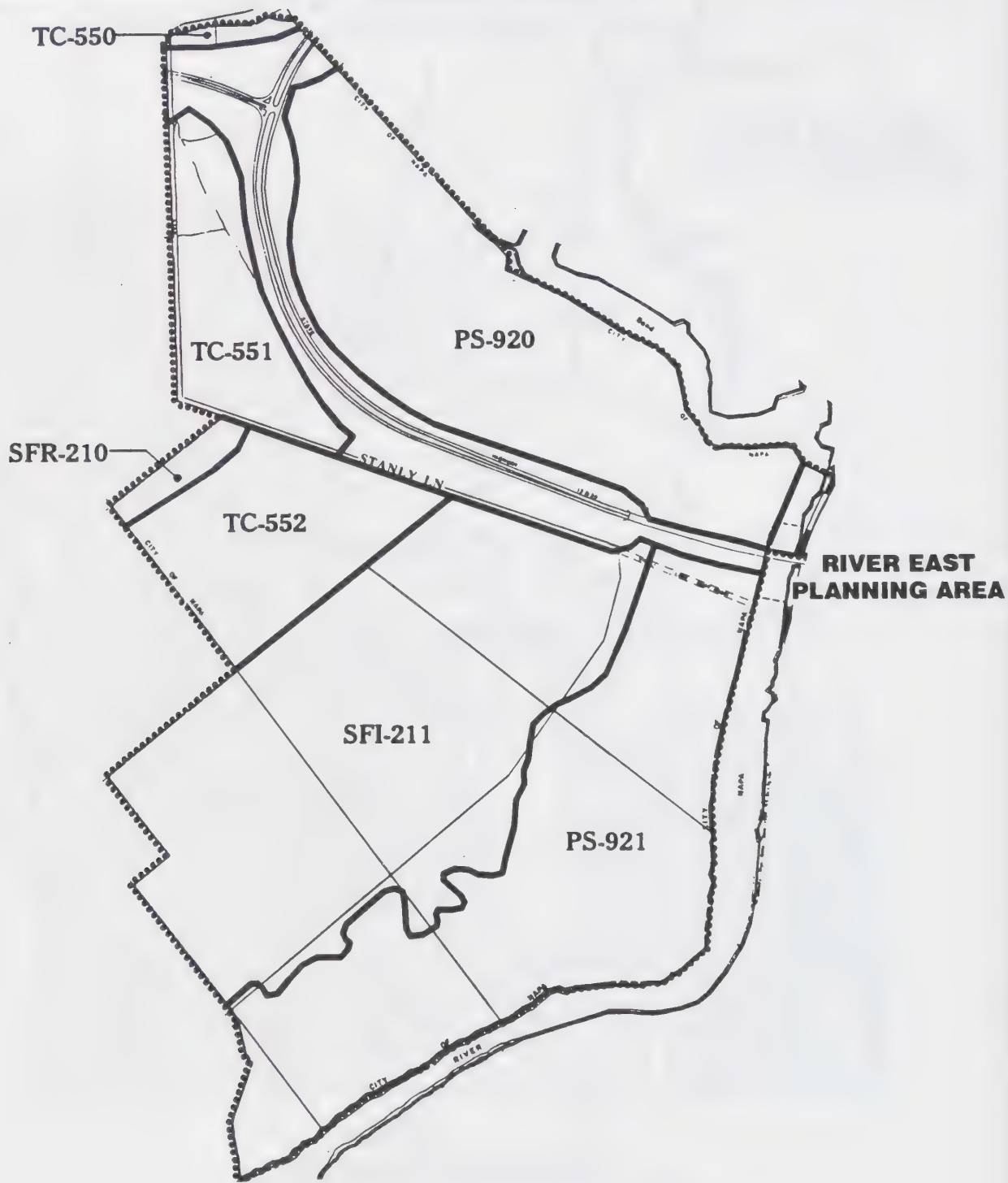


envision



N A P A

2 0 2 0



City of Napa General Plan

Stanly.DS4

11/97

**Figure 1-15**

## Stanly Ranch Planning Area # 12



RUL Boundary

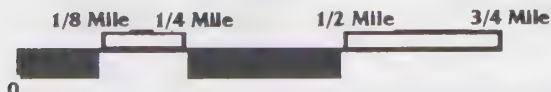


envision



N A P A

2 0 2 0



While every effort has been made to insure the accuracy of the information shown on this page, the City of Napa assumes no responsibility for liability from any errors or omissions.







# ADDENDUM # 9

## GENERAL PLAN DRAFT POLICY DOCUMENT

### TRANSPORTATION

#### Recommendation

Modify sections of the Transportation Element policy text to provide updated information or improve text clarity.

#### Background

After assembly and release of the draft policy document, Public Works staff has suggested revisions to the Transportation Element policy text for clarity and to update road improvement information to reflect the current status of projects or recent Council direction. Revisions are also made as noted in the Response to Comment Document (12/8/97).

The miscellaneous revisions in this addendum do not alter the basic assumptions made for the traffic model or alter the outcome of analysis in the Revised Draft EIR related to traffic impacts. This addendum has been released along with the Revised Draft EIR to enable any comments regarding this environmental conclusion.

#### Recommended Policy Document Text, Figure and Table Modifications

Page 3-4      **Table 3-1, Future Roadway Improvements;** Add Improvement - Highway 29 at Trancas Street, Install interchange. Renumber table as necessary to accommodate other addenda. (Reflects language in Program T-1.D on pg. 3-11)

Page 3-5      **Figure 3-2, Future Roadway Improvements;** Revise to identify Highway 29/Trancas Street interchange as future improvement - number to correspond with numerical assignment in Table 3-1.

Page 3-8      **Table 3-3, Classification of Future Roadway System;** Add Kansas Avenue extension and Gasser Drive extension as collectors. Revise Figure 3-1 to show Kansas Avenue and Gasser Drive.

Page 3-11      **Policy T-1.10;** Revise to read:

*"The City shall require where feasible all development and redevelopment to provide for forward entry onto arterial and collector streets."*

#### Discussion:

This revision more accurately reflects the practical and current application of this policy given the limitations of site development on smaller infill parcels. Project level analysis of safety issues is conducted before exceptions are made.



Page 3-13      **Policy T-2.3;** Revise policy language to read:

*"The City shall focus on signalized intersections ~~and street segments~~ when evaluating street system LOS."*

**Discussion:**

Change is recommended by the City's General Plan traffic consultant in response to comment 10.10 from the Congestion Management Agency (Response to Comment Document, 12/8/97).

Page 3-13      **Policy T-2.4;** Revise policy language to read:

*"When reviewing projects, the City shall monitor stop controlled intersections using LOS and the Highway Capacity Manual criterion as a guideline, applying CALTRANS signal warrant evaluation as indicated, and requiring mitigation as necessary."*

**Discussion:**

Pursuant to the recommendations of the City's traffic consultant for the General Plan, it is recommended that the language of this policy be revised to allow a more realistic means for evaluating and mitigating unsignalized intersections. This revision allows the General Plan to be consistent with the standards for unsignalized intersections which were clarified in the Big Ranch Specific Plan EIR and adopted with the Big Ranch Specific Plan.

Dowling Associates (traffic consultant for both the Big Ranch Specific Plan and the General Plan) has indicated that signalized and unsignalized evaluations must be applied differently. While the signalized evaluation seems logical as a "criterion" (a pass-fail assessment of whether an intersection satisfies the City's level-of-service policy), the stop sign technique described in the *Highway Capacity Manual* should be used only as a guideline. This technique evaluates levels of service for *each movement* at an intersection, whereas the signalized intersections are evaluated as a whole. Further, while signalized and four way stop sign techniques measure average delay, the two-way computation produces a statistic known as "reserve capacity". Calculating average delay for stop controlled intersections as a whole, rather than for individual movements, results in a more realistic measure of level of service. Where stop-sign techniques result in LOS D, E, or F, the next logical step would be to evaluate the intersection against standard California State Department of Transportation (CALTRANS) traffic signal warrants. Signals typically are installed if they meet one or more signal warrants but are almost never installed on the basis of a stop-control intersection level-of-service computation. Based on this standard of practice, the City's traffic consultant has recommended that the policy language be revised to allow the City to monitor stop controlled intersections using LOS and the Highway Capacity Manual criterion as a guideline, applying CALTRANS signal warrant evaluation as indicated. (See Big Ranch Specific Plan EIR Chapter 4.6, Transportation, p. 117.)

Page 3-13      **Policy T-2.6;** Correct typographical error by striking the word "ensure".

Page 3-14      **Policy T-3.3;** Revise policy language that identifies Trancas Street Crucial Corridor to read:

*"The City shall require development along Trancas Street between Jefferson Street and ~~Big Ranch Road~~ the RUL at the Napa River to comply with the following guidelines: ..."*

**Discussion:**

Change is recommended in response to comment 10.12 from the Congestion Management Agency (Response to Comment Document, 12/8/97).

**Page 3-14**      **Add Crucial Corridor Figure;** Insert new figure (using circulation map as base) depicting the Crucial Corridors designated by the General Plan (see attached example). Renumber figures in Transportation Element as necessary.

**Page 3-21**      **Under Bicycle Travel;** Change last sentence in second paragraph to read;

*"A countywide comprehensive bicycle plan, ~~is currently (1995) being prepared by the~~ prepared by the Napa County Congestion Management Agency, was adopted in October 1996."*

**Discussion:**

Change is recommended in response to comment 10.16 from the Congestion Management Agency (Response to Comment Document, 12/8/97).

**Attachment:**      Crucial Corridor Figure



Rural/Urban Limit .....  
 Railroad -----

City of Napa General Plan

Cruciorid.DS4

11/97

## Figure

## Crucial Corridors



Crucial  
 Corridor



While every effort has been made to insure the accuracy of the information shown on this page, the City of Napa assumes no responsibility for liability from any errors or omissions.









# ERRATA #1

## GENERAL PLAN DRAFT POLICY DOCUMENT

### LAND USE ELEMENT

- Page 1-3      Table 1-1, Delete footnote that reads *\*Designated as Study Area in City of Napa 1986 General Plan*.  
**Reason:** Does not relate to type of information presented in table.
- Page 1-6      Table 1-2, Two numerical entries are incomplete as follows:  
Row 1-Linda Vista, Column 2, Replace number "1" with 1,277.  
Row 3-Browns Valley, Column 1, Replace number "2" with 2,329.  
**Reason:** Typo when table was reformatted for document. Revised number represents data prepared for General Plan.

### HOUSING ELEMENT

The following revisions are necessary to incorporate the Housing Element Amendments adopted November 17, 1992 by the City Council. These amendments were inadvertently left out of the reformatted text as they were incorporated into the Housing Element by reference from a separate document. See attached "Amendments to the City of Napa Housing Element" for text of revisions.

- Page 2-2      Add Policy H-1.15 per 1992 Amendment labeled Policy 15
- Page 2-4      Implementation Program H-1.F; Revise per 1992 amended text for Program 1.6  
Implementation Program H-1.H; Revise per 1992 amended text for Program 1.8
- Page 2-5      Implementation Program H-1.J; Revise per 1992 amended text for Program 1.10
- Page 2-6      Implementation Program H-1.Q; Revise per 1992 amended text for Program 1.17
- Page 2-7      Implementation Program H-3.A; Revise per 1992 amended text for Program 3.1
- Page 2-9      Implementation Program H-4.B; Revise per 1992 amended text for Program 4.2

### TRANSPORTATION

- Page 3-4      Table 3-1; add item 18. - "SR 29 at Trancas Street (Program T-1.D), Construct Interchange".  
**Reason:** Project included in assumptions for traffic study analysis and described in text of General Plan. Project item missed during preparation of summary table for document.
- Page 3-5      Locate Item 18 (referenced above) on Figure 3-2 "Future Roadway Improvements"

## PARKS AND RECREATION

- Page 5-1 Under "Park Facilities" revise acreage to read as follows "The City of Napa's park system currently totals 753 acres, of which 287 acres are improved for active recreation and 466 acres are minimally improved ....."
- Reason:** Acreage in text is based on calculations prepared for 1993 Parks and Recreation Element. Revised acreage is result of recent calculation from City's data base. (See Background Report Table PR-1, Pg. 5-7 and 5-8).

## HEALTH AND SAFETY

- Page 8-28 Replace Table 8-2 with table of projected noise contours from EIR pg. 3.11-7 thru 3.11-9 (EIR Table 3.11-2).
- Reason:** Policy Document table incomplete, EIR Table provides more comprehensive information.
- Page 8-30 Revise Figure 8-11 as necessary for consistency with revised Table 8-2.



U.C. BERKELEY LIBRARIES



C124919829

